

The Santa Fe Magazine



June
1915

Varied Industries Building
San Diego Exposition



COMMERCIAL CENTER OF
**The Largest Orange Growing
 District in the World**

Lemons, Olives, Grape Fruit and all Deciduous Fruits as well as
 Every Known Vegetable, Thrive in our Rich Soil

SAN BERNARDINO, THE GATE CITY OF
 SOUTHERN CALIFORNIA

POPULATION 18,500 ELEVATION 1,050 FEET
 At the foot of the Towering San Bernardino Mountains

Average Summer Temperature 92 degrees.
 Average Winter Temperature 54 degrees.

Situated on three Trans-Continental Rail-
 roads, at the center of an Electric System
 operating 1,000 miles of road.

Pure, abundant and cheap mountain water.

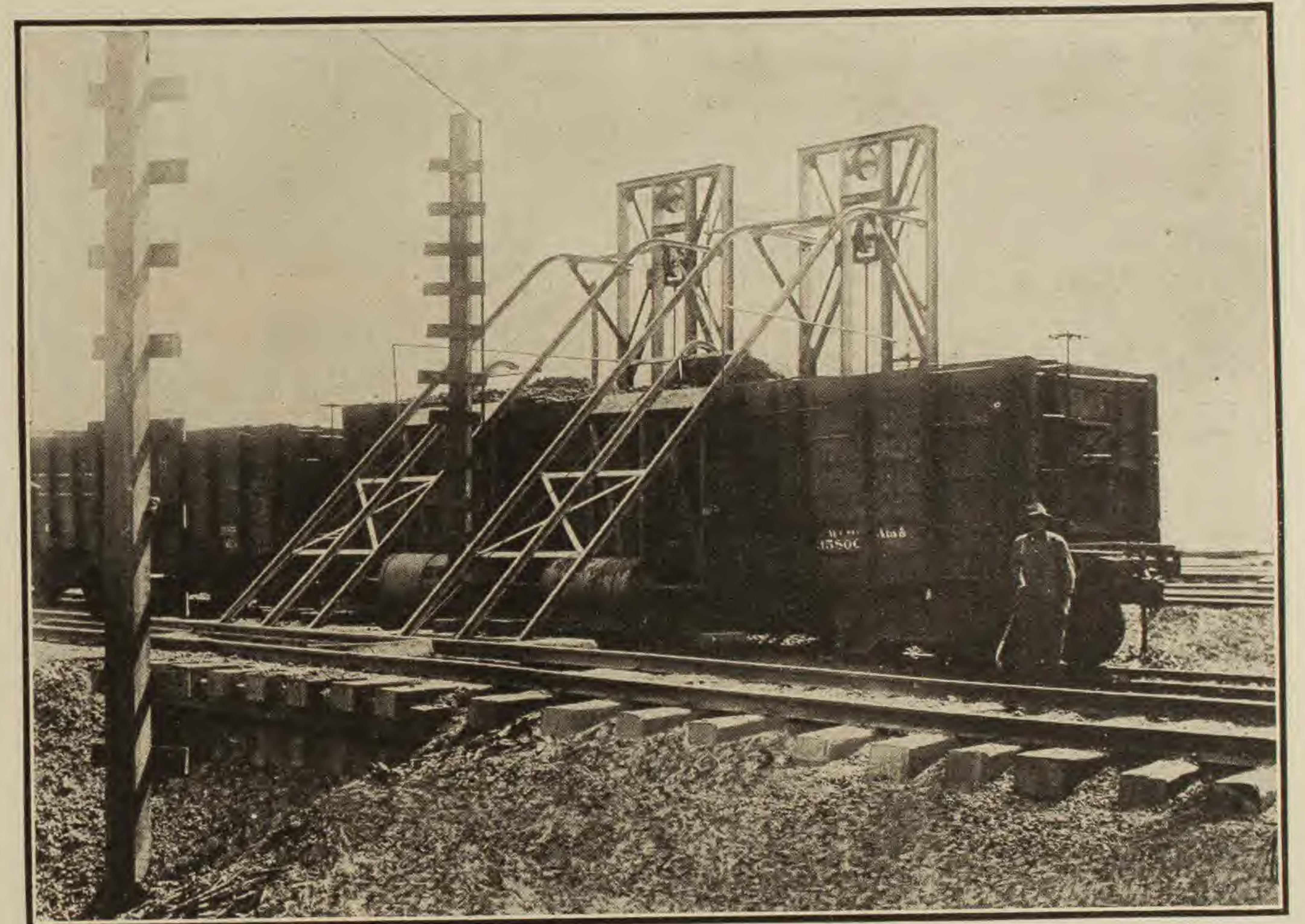
The fast growing Manufacturing City.
 Paved streets, sewers, splendid public edi-
 fices, sound banks, all churches, great school
 system with \$250,000 Polytechnic High.
 Great Santa Fe Shops.
 "Splendid country."

Write to CHAMBER OF COMMERCE for full information.

The Robertson Cinder Conveyor

For Railroad Cinder Pits

It is the only cinder pit machine that has
 ever made a market for itself. It is now being used by
 some of the largest roads.



INSTALLED APRIL, 1913, ON THE SOUTHERN RY., AT MACON, GA.

Its **ECONOMY** in handling cinders,
 Its **LOW COST OF INSTALLATION**, Its **SAFETY**,
SIMPLICITY and **EFFICIENCY**
 are making it popular.

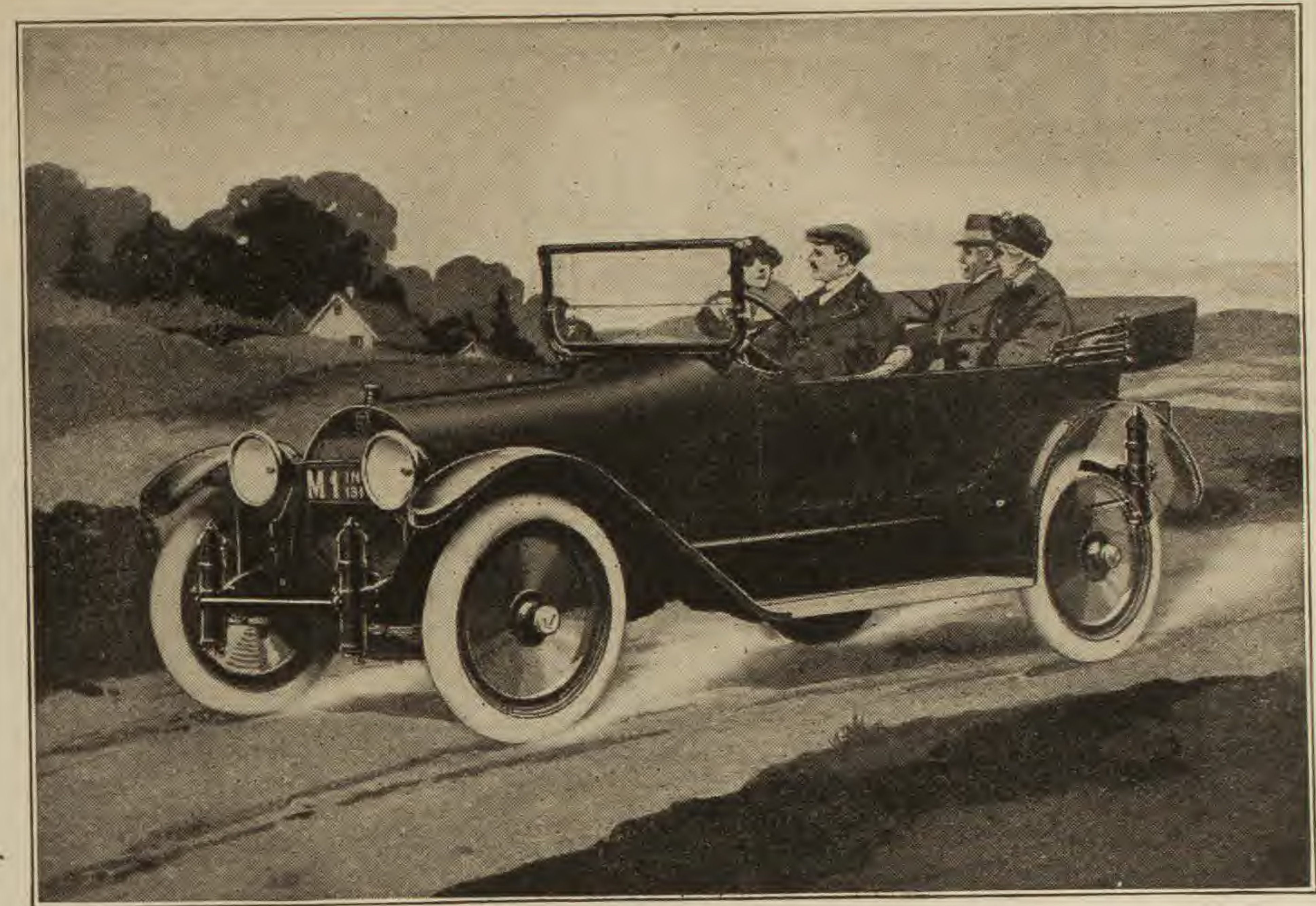
William Robertson & Co.

Great Northern Bldg., 20 West Jackson Blvd., Chicago

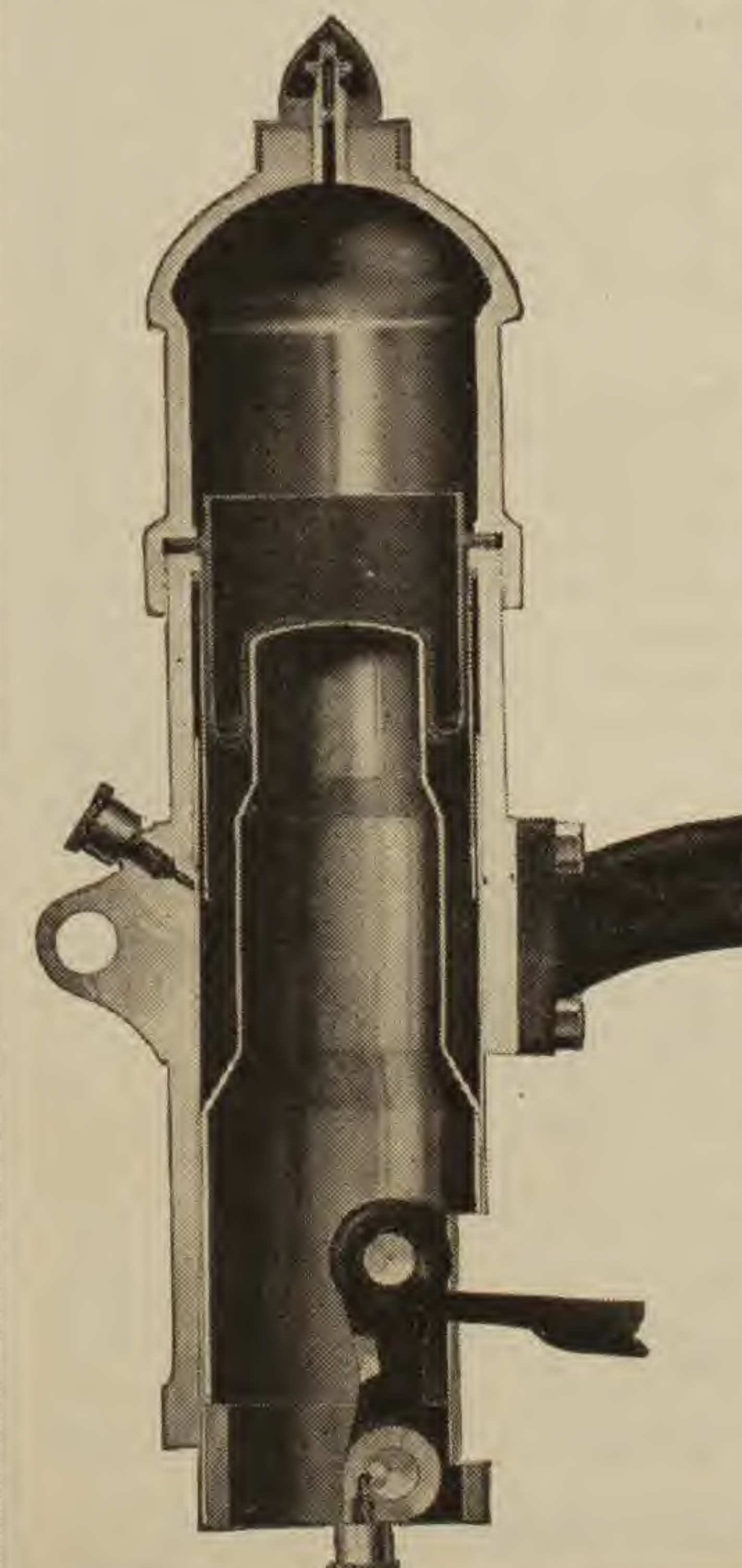
OUR FRIENDS THE ADVERTISERS

Page		Page	
Acme Machinery Company	124	Dietz Company, R. E.	104
Acme White Lead & Color Works	119	Dixon Transfer Company, Arthur	101
Agua Pura Company	113	Duner Company	113
Ajax Manufacturing Company	102	Durand Steel Locker Company	113
Albuquerque Commercial Club	89	Electric Storage Battery Company, The	102
American Arch Company	117	Empire Car Company	127
American School of Mechano Therapy	87	Empire Hotel	14
American Steam Gauge & Valve Mfg. Co.	121	Estabrook Company, A. F.	106
American Writing Machine Co.	12	Evans Piano Co., F. O.	91
Arizona Lumber & Timber Company	105	Ewald Iron Company	111
Armstrong & Co., H. J.	109	Exchange National Bank	9
Ayer & Lord Tie Company	108	Farmers & Merchants National Bank	6
Baldwin Locomotive Works, The	128	Farmers National Bank	8
Ball Chemical Company, The	102	Faywood Hot Springs	14
Barstow Ice & Cold Storage Warehouse	111	Federal Sign System	90
Bates, Harry A.	95	First National Bank, Albuquerque	8
Beatrice Creamery Company	95	First National Bank, El Paso	6
Benson Lumber Company	86	First National Bank, Los Angeles	7
Bible Institute, The	12	First National Bank, Raton	7
Bisbee-Fishburn Co.	111	Flint Varnish Works	122
Blickensderfer Manufacturing Company	90	Ft. Dearborn Hotel	14
Bly Brothers & McGilliard Stone Company	110	Fox Typewriter Company	99
Boss Nut Company	112	Fulton Engine Works	102
Bon Ami Company, The	95	Galena-Signal Oil Company	120
Bradt & Shipman	99	Garlock Packing Company	121
Burlington Watch Co.	Back Cover	Gay & Son, C. M.	101
California-Arizona Construction Co.	98	Gerts, Lumbard & Co.	119
California National Supply Company, The	107	Gilmer Lumber Company, Alexander	106
Camel Company	121	Grand Canyon Lime & Cement Company	106
Cameron, Joyce & Co.	111	Goodrich Transit Company	18
Canada Steamship Lines	18	Gould Coupler Company	121
Carlisle Commission Company	111	Graver Tank Works, Wm.	109
Castle & Co., A. M.	98	Gregg School	101
Celfor Tool Company	101	Gross, Kelly & Co.	113
Central Electric Company	106	Hall Lithographing Company, The	101
Central Trust Company	6	Hamilton Watch Company	79
Chase & Sanborn	9	Hammond Lumber Company	110
Chicago, Duluth & Georgian Bay Co.	16	Hartford Machine Screw Company	112
Chicago Car Heating Company	125	Haskell & Barker Car Company	122
Chicago Lumber & Coal Company of Texas	105	Hauser Packing Company	105
Chicago Pneumatic Tool Co.	117	Henry Cowell Lime & Cement Company	100
Chicago Railway Equipment Co.	115	Hewitt Manufacturing Company	121
Cleveland Steel Tool Company	109	Hirsch & Co., James H.	117
Coleman, Watson E.	86	Hirst & Begley Linseed Company	119
Colorado Fuel and Iron Company, The	107	Holmes Supply Company	104
Columbia Graphophone Co.	21	Hotel Del Coronado	13
Columbia Steel Company	112	Hotel Cumberland	15
Commonwealth Edison Company	84	Hotel Longacre	15
Commonwealth Hotel	14	Hotel Navarre	15
Consumers Refining Company	116	Hotel Northern	12
Continental Bolt & Iron Works, The	105	Hotel Oakland	11
Continental Casualty Company	96	Hotel Plaza	10
Corbaley Company, Chas. W.	110	Hotel Sandford	12
Court Hotel	10	Hotel Van Nuys	11
Cristy, Edward B.	110	Hunt & Co., Robert W.	112
Crosby Bros.	92	Hutchings, Sealy & Co.	7
Crouse-Hinds Company	123	Industrial Lumber Company	105
Dayton Malleable Iron Company, The	125	International Correspondence Schools	97
Dearborn Chemical Works	118	International Silver Company	95
DeRonde, Frank S.	119	Jacobs-Shubert U. S. Firebox Company	112
Diamond Specialty & Supply Company	124	Jones Hat Company	93
Dick Company, A. B.	122	Johns-Manville Company, H. W.	101
		Johnson & Beck	110

(Continued on Page 4)



You Float When You Ride on TINKHAM PNEUMATIC SPRINGS



This is literally true. The TINKHAM PNEUMATIC SPRING is not a shock absorber in the ordinary sense of the word.

With TINKHAM PNEUMATIC SPRINGS on your car you ride on cushions of air with a flexibility that is *totally beyond* the reach of steel springs and metallic shock absorbers.

The TINKHAM SPRING is the simplest expression of a cylindrical retainer with air contained under pressure. A plunger imparts the blows and vibrations of the axle to this cushion of air through a flexible diaphragm. No jar or shock no matter how great *can possibly* reach your car or mechanical parts.

The TINKHAM PNEUMATIC SPRING is simple. It has but ten parts. Any one can adjust it. It is so reasonable that any car owner can afford it.

Use the coupon for complete descriptive matter and price for your car.

You may send me descriptive matter of the Tinkham Pneumatic Springs and price for my car.

Name.....

Address.....

.....

Make of Car..... Model.....

TINKHAM SUSPENSION CO., 72 WEST ADAMS STREET CHICAGO

(OUR FRIENDS THE ADVERTISERS—Continued from Page 2)

	Page
Kansas Chemical Manufacturing Co., The.....	103
Kirby Lumber Company.....	104
Kinnear Manufacturing Company, The.....	122
Lake Erie Iron Works.....	123
Lang Company, The Fred S.....	111
Lembcke, Von Bernuth Company.....	115
Leschen & Sons Rope Company, A.....	109
Lewis Sons, L. W.....	110
Leyden-Ortseifen Company.....	113
Linde Air Products Company, The.....	124
Lloyd Company, W. G.....	109
Locomotive Finished Material Company.....	112
Long Company, Charles R., Jr.....	119
Los Angeles Brush Manufacturing Co.....	110
Lukens Iron & Steel Company.....	125
Magnus Company.....	121
Marsh & McLennan.....	120
McClurg & Co., A. C.....	93
McCormick Lumber Company, Charles R.....	104
Merchants National Bank, The.....	7
Mesmer & Rice.....	110
Missouri Valley Bridge & Iron Company.....	111
Moffett & Mead.....	110
Moulton, Dudley.....	93
Murphy & Co., Christopher.....	110
Murphy Varnish Company.....	118
Murray Iron Works Company.....	125
National Car Coupler Company.....	109
National Foundry Company.....	111
National Meter Company.....	113
National Stamping and Electric Works.....	103
National Veneer Products Company.....	22
New Jersey Zinc Company, The.....	108
Newell Pharmacal Company.....	85
Niles-Bement-Pond Company.....	126
Northern Michigan Transportation Co.....	19
Northern Steamship Company.....	17
Oakland Bank of Savings.....	8
Ohio Injector Company, The.....	123
Oliver Electric & Manufacturing Company.....	110
Ottawa Kansas Car Works.....	124
Ottenheimer & Co., Inc.....	102
P. & M. Company.....	116
Pacific Electric Railway Company.....	84
Pacific Mutual Life Insurance Company.....	96
Pacific Rock & Gravel Company.....	111
Palace Clothing Company.....	92
Panama-California Exposition.....	76
Pantasote Company, The.....	121
Parker Brothers.....	100
Park & Tilford.....	86
Peerless Rubber Manufacturing Company.....	121
Petrified Forest.....	19
Pettibone, Mulliken & Co.....	113
Phillips, Getschow Company.....	110
Ponca Refining Company.....	Inside Back Cover
Positive Rail Anchor Company.....	103
Pratt & Lambert.....	119
Prescott National Bank, The.....	7
Prescott Stave & Heading Company.....	98
Prince Manufacturing Company, The.....	120
Pyle National Electric Headlight Company.....	114
Rail Joint Company, The.....	114
Rand, McNally & Co.....	101
Remington Typewriter Company, The.....	99
Richards, Elmer.....	83
Richardson Company, The.....	106
Robertson & Co., William.....	1
Ross-Gould.....	9
Rubin, Schumann Company.....	102
San Bernardino County.....	Inside Front Cover
San Bernardino National Bank.....	8
Savings Bank of San Bernardino.....	7
Savoy Hotel, The.....	12
Schmoller & Mueller Piano Company.....	88
Seaton Foundry & Mfg. Co., John.....	112
Sharp & Fellows Contracting Company.....	110
Shepard Company, The Henry O.....	109
Shirk Roofing Company, A. J.....	120
Smith Lumber Company, C. A.....	104
Snow Construction Co., T. W.....	103
Southwest National Bank of Commerce.....	7
Spencer, Otis Company.....	110
Standard Car Truck Company.....	124
Standard Forging Company.....	111
Standard Steel Car Company.....	127
Standard Steel Works Company.....	127
State Mutual Building & Loan Association.....	8
State National Bank.....	8
Stifel & Sons, J. L.....	5
Stone, Frank B.....	104
Swastika Fuel Company.....	117
Texas Company, The.....	109
There's a Reason Company.....	81
Thomson Bridge Company.....	111
Times-Mirror Printing & Binding House.....	111
Tinkham Suspension Company.....	3
Toch Bros.....	108
Topeka Steam Boiler Works.....	102
Travelers Insurance Company.....	96
Tyler Company, W. S.....	98
Tyler Tube & Pipe Company.....	126
Typewriter Emporium.....	94
Union Drop Forge Company.....	100
Union Iron Works Company.....	106
Union Lumber Company.....	106
Union Tool Company.....	107
Union Stock Yards National Bank.....	8
Union Trust Company of San Francisco.....	7
United States Crushed Stone Company.....	101
Utility Garment Company.....	89
Van Nuys Hotel.....	11
Ward & Co., Montgomery.....	5
Western Pipe & Steel Company.....	100
White Enamel Refrigerator Company.....	98
Whiting-Mead Commercial Company.....	111
Wilcox & White Company, The.....	20
Williams-Bowman Rubber Company, The.....	110
Wood, Guilford S.....	102
World's Advance.....	90
Yosemite Valley R. R. Company.....	8
Young & McCallister.....	111
Zarate-Avina Company.....	110

You know OVERALLS,
Uniforms, Shirts, etc., are



if they have
this mark



on the back of
the material on
the inside of the
garment.

*It's the cloth in the
garment that gives the
wear.*

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Standard for over 75 years.

Its continuous use by three generations of the "men of the road," factory and field is certain proof of extraordinary quality. Stifel Indigo wears like leather. Every washing makes it like new.



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TORONTO.....14 Manchester Building

A DOUBLE HEADER

EACH year the increase in our business is giving us a heavier load to haul. It means that we must couple on more power to keep things moving fast enough.

Our big general catalogue pulls a mighty big load by itself but along towards the middle of the year we hook on our annual Mid-Summer Sale and make a double header of it.

This year our double header will pull out about the first of June. Keep that date in mind. From where we sit in the cab there is a mighty fine stretch of track ahead and we have enough steam up to make a record run.

We have been planning this sale for months. There is a string of bargains in it as long as a freight train. It is better for reduced rates than any excursion ever run. It will be your opportunity of the season to get the most for your dollars.

It is full of things that you need every day—all at reduced rates.

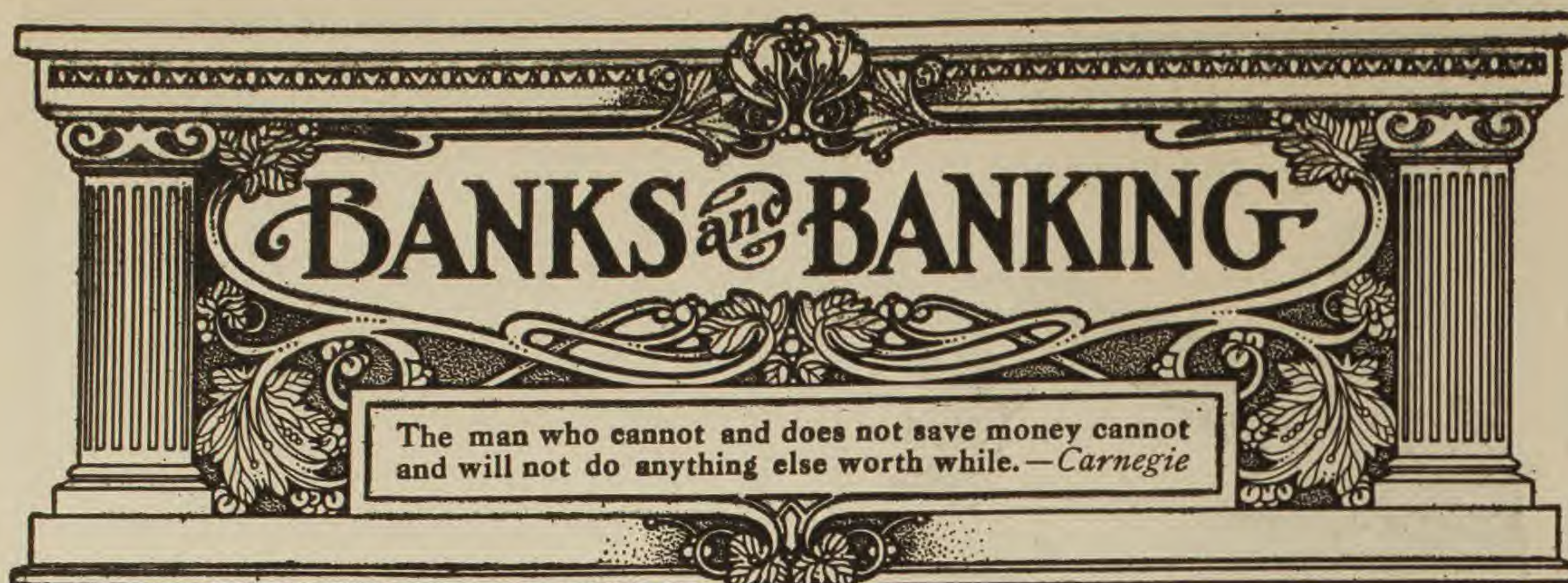
Don't miss this great double header. If you don't get your copy of our Mid-Summer Sale right on time, enter a complaint to us. We will make up any lost time by getting the book to you in a hurry.

All aboard for the Mid-Summer Sale.

Montgomery Ward & Co.
NEW YORK CHICAGO KANSAS
CITY FORT WORTH PORTLAND

Write to the house nearest you

P. S. Don't forget that our big General Catalogue is making its regular runs and carries about everything that you need. The prices are as attractive as the two cent a mile rate is to a traveling man.



The Farmers & Merchants National Bank of LOS ANGELES, CAL.

Assets	
Loans and Discounts	\$9,190,278.46
Customers' Liability on Letters of Credit	8,604.60
United States Bonds to secure circulation	\$9,198,883.06
Other Bonds and Stocks and Warrants	1,455,061.05
Bank Premises	\$94,000.00
Subscription to Cotton Growers' Relief Fund	12,200.00
Redemption Fund	75,000.00
Cash on Hand	\$1,847,934.05
Due from Banks	4,019,869.39
Total	\$18,502,947.55

Liabilities	
Capital Stock Paid in	\$1,500,000.00
Surplus and Undivided Profits	2,063,252.60
National Bank Notes Outstanding	1,499,997.50
Letters of Credit	9,259.47
Reserved for Taxes	15,707.88
Deposits	13,414,730.10
Total	\$18,502,947.55

First National Bank

EL PASO, TEXAS

Capital and Surplus \$800,000.00
Deposits . . . \$4,500,000.00

*Depository for the Atchison, Topeka
& Santa Fe Ry.*

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JAS. G. McNARY, Vice-President
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CENTRAL TRUST COMPANY

OF NEW YORK

54 WALL STREET

BRANCH: FORTY-SECOND STREET AND MADISON AVENUE

Capital, Surplus and Undivided Profits over \$19,000,000

Authorized to act as Executor, Trustee, Administrator or Guardian.
Receives Deposits, subject to check, and allows Interest on Daily Balances.
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We Offer Efficient Banking Facilities
to Individuals, Corporations and Banks
GALVESTON, TEXAS

Southwest National Bank of Commerce

KANSAS CITY, MO.

Capital
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Surplus and
Profit
\$1,000,000.00

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E. P. DAVIS, Assistant Cashier
CHAS. M. VINING, Assistant Cashier
W. H. GLASKIN, Assistant Cashier
JAS. F. MEADE, Assistant Cashier
Unexcelled Facilities for the Handling of Your Banking Business

First National Bank of Los Angeles

RESOURCES

Loans and discounts	\$16,113,613.55
Bonds, securities, etc.	1,486,289.00
U. S. Bonds to secure circulation	1,250,000.00
Premium on U. S. Bonds	None
Furniture and fixtures	175,000.00
Cash and sight exchange	6,853,571.10
Total	\$25,878,473.65

LIABILITIES

Capital stock	\$1,500,000.00
Surplus and undivided profits	2,524,342.88
Circulation	1,200,100.00
Reserved for taxes, etc.	46,365.50
Bills Payable	485,000.00
Letters of credit	29,230.80
Deposits	20,093,434.47
Total	\$25,878,473.65

Savings Bank of San Bernardino SAN BERNARDINO, CALIFORNIA

**4% Interest
on Deposits**

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Jas. C. Love, F. C. Drew, G. W. Prescott

OPEN PAYDAY EVENINGS

First National Bank RATON, NEW MEXICO

U. S. Depository

A. T. & S. F. Ry. Co. Depository

Capital and Surplus \$150,000

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JAS. K. HUNT, V.-Pres.
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L. E. GREENE, Trust officer

ROLL OF HONOR BANK NO. 252

The Prescott National Bank Prescott, Arizona

UNITED STATES DEPOSITORY
Depository for A. T. & S. F. Ry. Co., COAST LINES

CAPITAL - - - - - \$100,000.00
SURPLUS AND UNDIVIDED PROFITS - - - - - 200,000.00

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F. M. BONEBRAKE, V.-P. & Cash. J. E. JONES, Asst. Cash.

The Merchants National Bank TOPEKA, KANSAS

Capital - - - - - \$100,000
Surplus - - - - - 100,000

UNITED STATES DEPOSITORY
Depository for the A. T. & S. F. Ry. Co.
Interest paid on Time Deposits

DIRECTORS

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Horace L. Hall Robert Pierce
F. M. Bonebrake F. W. Freeman

FARMERS NATIONAL BANK

FRESNO, CALIFORNIA

United States Depository

CAPITAL - - - - \$300,000.00
SURPLUS and PROFITS - 340,000.00

Depository for A. T. & S. F. Ry. Co.

ALFRED KUTNER, Pres. WALTER SHOEMAKER, Cashier
E. E. MANHEIM, Vice-Pres. & Mgr. A. R. JACK, Asst. Cashier

Safe Deposit Boxes for Rent

ALBUQUERQUE

The First National Bank

Deposits \$4,000,000

State National Bank

ALBUQUERQUE, NEW MEXICO

U. S. Depository

A. T. & S. F. Ry. Co. Depository

Interest paid on time
deposits

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CHASE & SANBORN'S
Teas and Coffees
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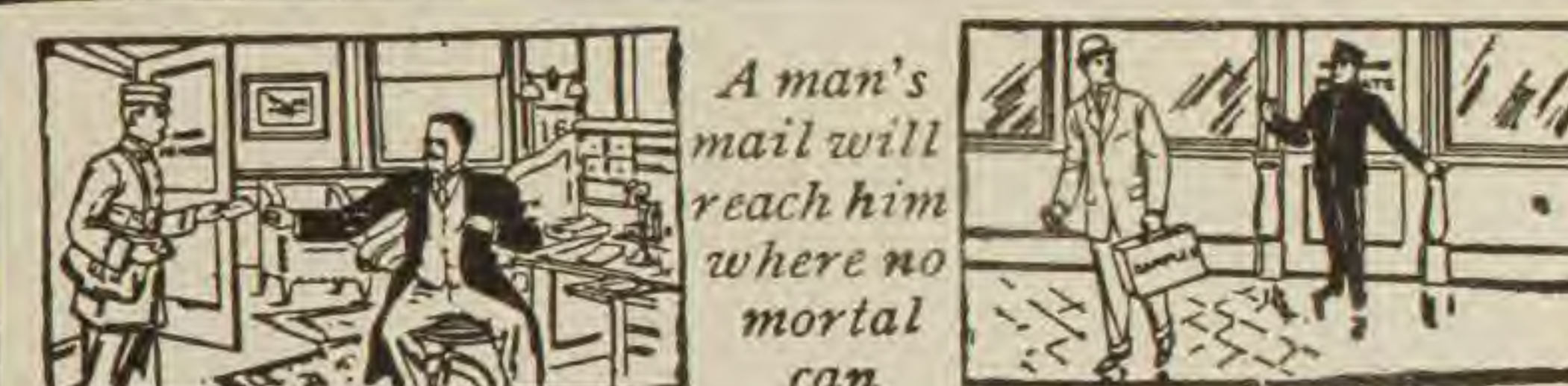
ATCHISON, KAN.

Capital \$200,000 Surplus and Profits \$125,000

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W. J. BAILEY, Vice-Pres't
F. E. HARWI, 2nd Vice-Pres't
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OAKLAND, CALIFORNIA

Resources over \$24,000,000.00
Commercial, Savings and Trust
Safe Deposit Vaults
4% Interest on Savings Deposits

Established 1867

Established 1889

Assets \$3,741,595.36

State Mutual Building & Loan Association

223 S. Spring Street, Los Angeles, California

Incorporated under the laws of the State of California.
Pays 6 per cent. interest, either on full paid certificates
issued in sums of \$100.00 or its multiple, or on monthly pay-
ment pass book accounts.

These certificates are guaranteed by a fixed non-with-
drawable capital of over \$400,000.
In business over 25 years.
Refers to any bank in Los Angeles.

"6 PER CENT AND SAFETY"

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Trust Co.
Vice-President: A. E. Pomeroy, Capitalist.
Vice President: J. M. Elliott, Pres. First National Bank of
Los Angeles (largest bank in Los Angeles).
Treasurer: W. D. Woolwine, Vice-Pres. National Bank of
California, Director Security Trust and Savings Bank.
Secretary: C. J. Wade Loan Inspector: D. M. Cuthbert
Write for printed matter or call and investigate

3rd IN STATE AMONG ROLL OF HONOR BANKS

E. D. Roberts, President H. E. Harris, Vice-Pres.
W. S. Hooper, Cashier

San Bernardino National Bank

OF SAN BERNARDINO, CAL.

Corner Third and E Streets Stewart Hotel Block

Capital Stock Paid In . \$100,000.00
Surplus (earned) . . 100,000.00
Undivided Profits . . 200,000.00

DIRECTORS: E. D. Roberts, I. R. Brunn, H. E. Harris,
W. S. Hooper, H. P. Stow, H. B. Smith, Mrs. J. E. Davis.

Depository A. T. & S. F. Ry. U. S. Depository

Accounts of Corporations, Firms and Individuals Are Solicited

Organized 1903

San Bernardino County Savings Bank

E. D. Roberts, President J. H. Wilson, Cashier

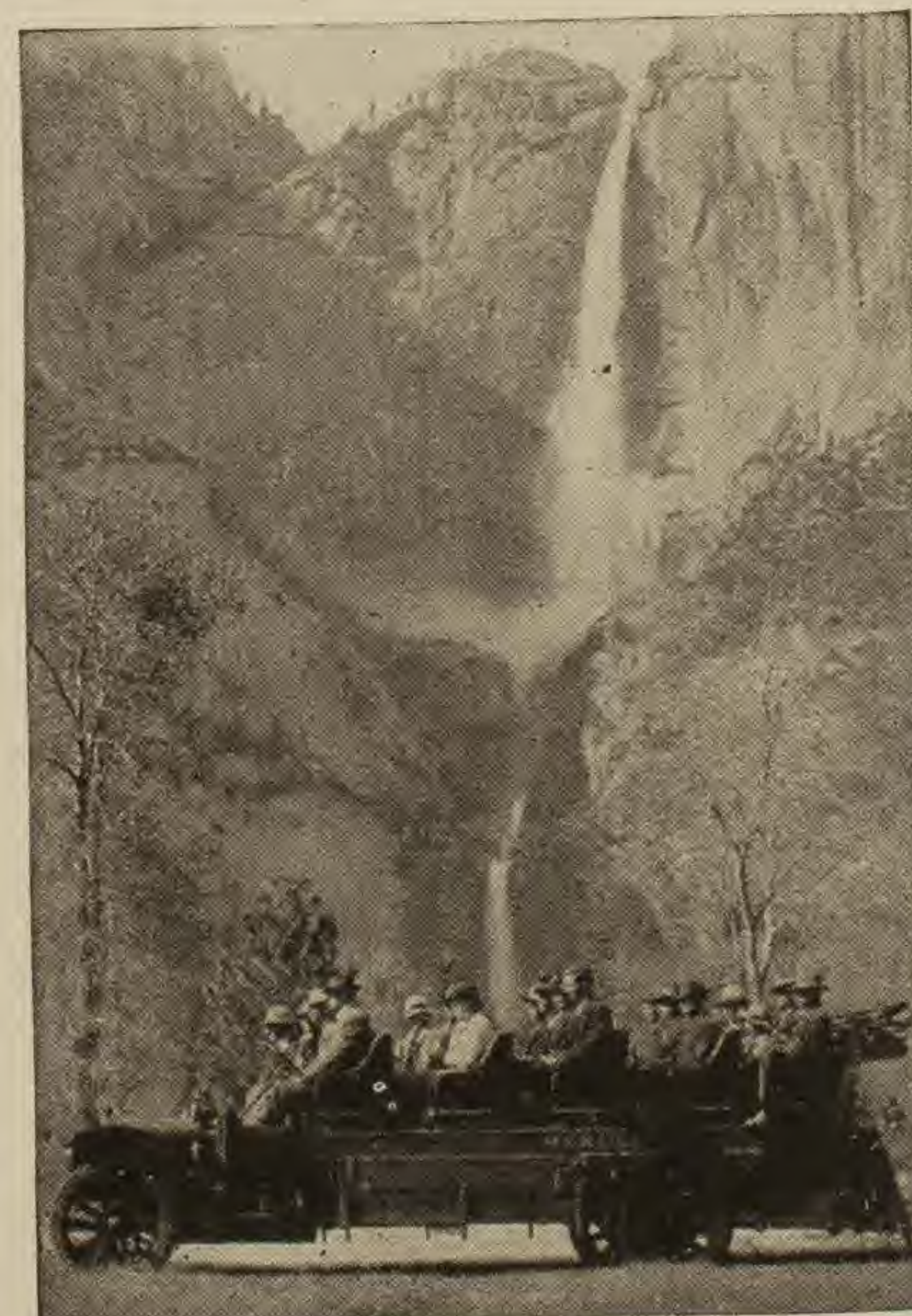
Capital, Fully Paid Up . \$ 150,000.00
Surplus, (earned) . . . 60,000.00
Resources 1,500,000.00

4 Percent Interest Paid on Term Deposits
3 Percent Interest Paid on Ordinary Deposits

WE INVITE YOUR BUSINESS

DIRECTORS: E. D. Roberts, J. H. Wilson, Victor C.
Smith, W. S. Hooper, G. W. Parsons, H. E. Harris,
A. M. Ham, T. A. Blakeley, J. B. Gill, H. B. Smith,
W. J. Curtis

Yosemite National Park



Yosemite Falls

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A short, easy trip from Los Angeles or San
Francisco. Take the SANTA FE to Merced,
thence via YOSEMITE VALLEY RAIL-
ROAD to the park line, and YOSEMITE
TRANSPORTATION COMPANY auto-
stage to Hotel or Camp in the Valley.

This is the quick, comfortable way, a com-
bination of rail and auto, unexcelled for pleasure
and scenic beauty.

See any Railroad Ticket Agent, or

Yosemite Valley Railroad Co.
Merced, California



Managing Proprietor, JOHN G. BARKER,
Formerly Co-Proprietor Hotel Stewart
Assistant Manager, ROBT. J. ROBINSON,
Formerly Hotel Stewart

San Francisco's Newest Hotel

HOTEL PLAZA

facing the PLAZA of
UNION SQUARE
IS NOW OPEN

400 ROOMS American and European Plan

The Hotel Plaza is in the center of the city's shopping and theatre district.

The hotel is convenient to mainline cars to all depots and docks—eight minutes' ride to the Exposition by car passing the door.



HOTEL COURT

Bush and Stockton Streets

SAN FRANCISCO

UNIVERSAL BUS MEETS ALL TRAINS

"The Hotel Beautiful"

Elegantly Furnished Perfect Service
Unsurpassed Cuisine Refined and Homelike

EUROPEAN PLAN—Single \$1.50 up; Double \$2.00 up
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OAKLAND, CALIFORNIA

European Plan
\$2.00
a Day Up

All
Outside
Rooms



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Direct Ferry to
Exposition

Pacific Terminal
of the Lincoln
Highway

Logical Hotel for Exposition Visitors

VICTOR REITER, Manager

Van Nuys Hotel

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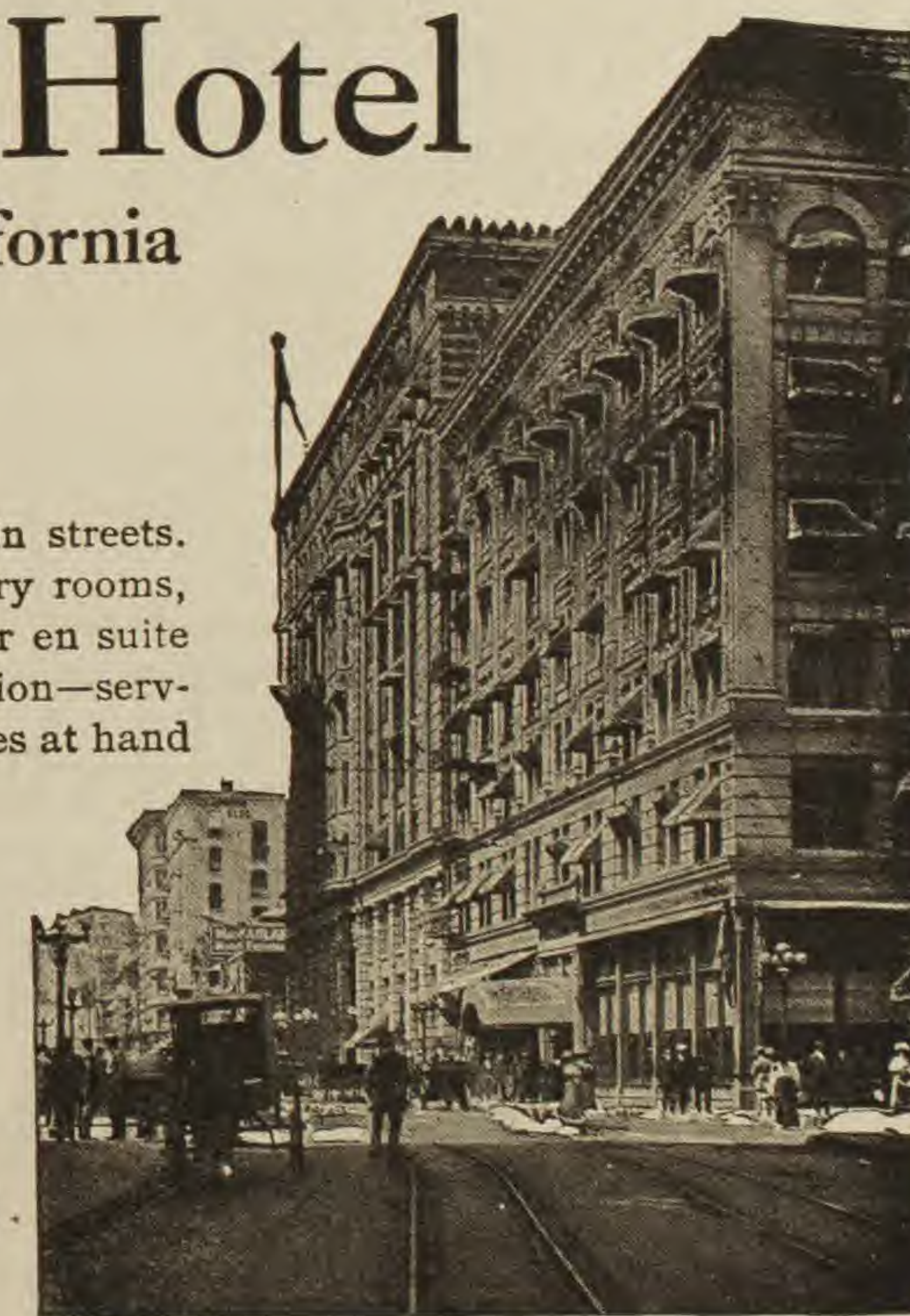
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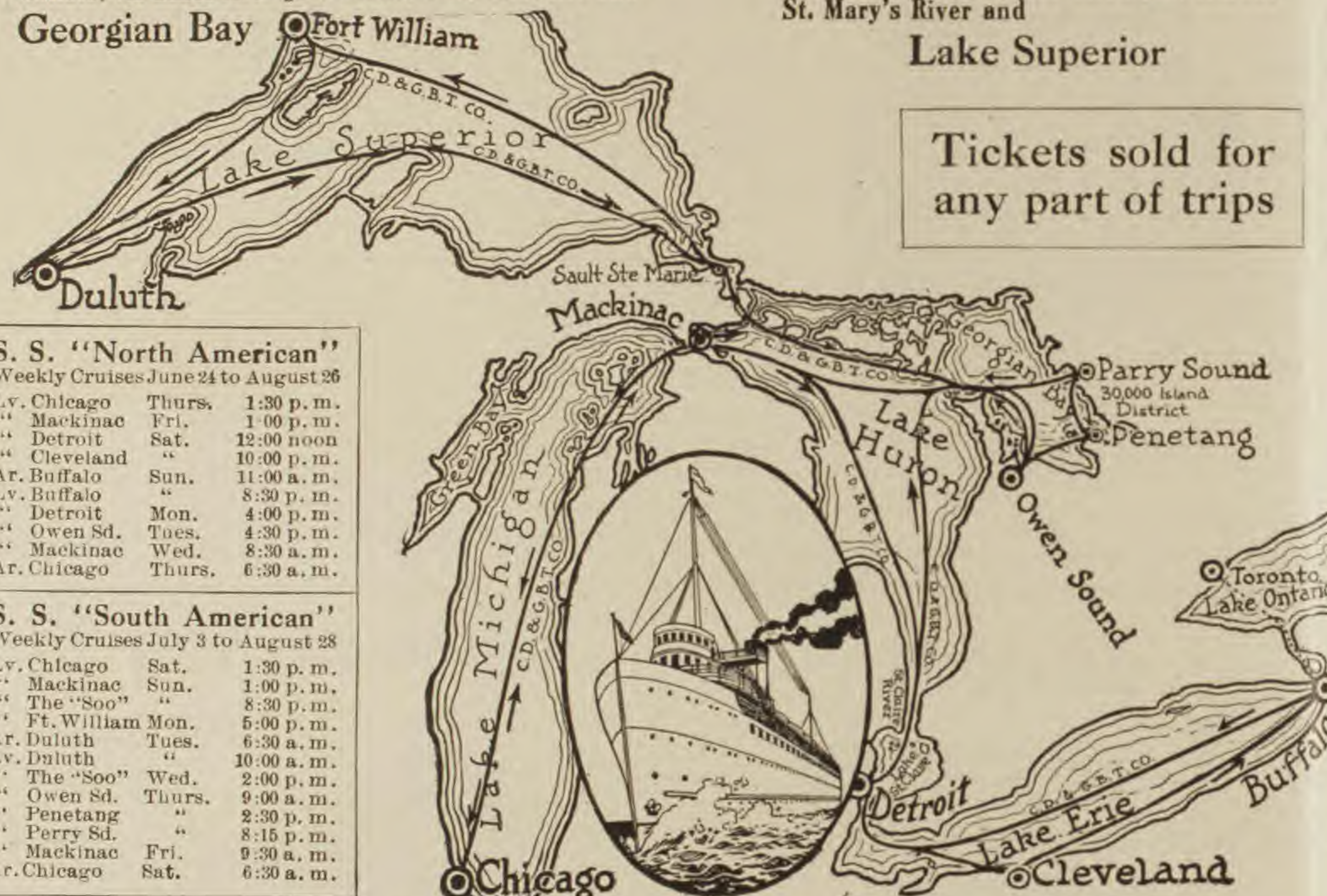
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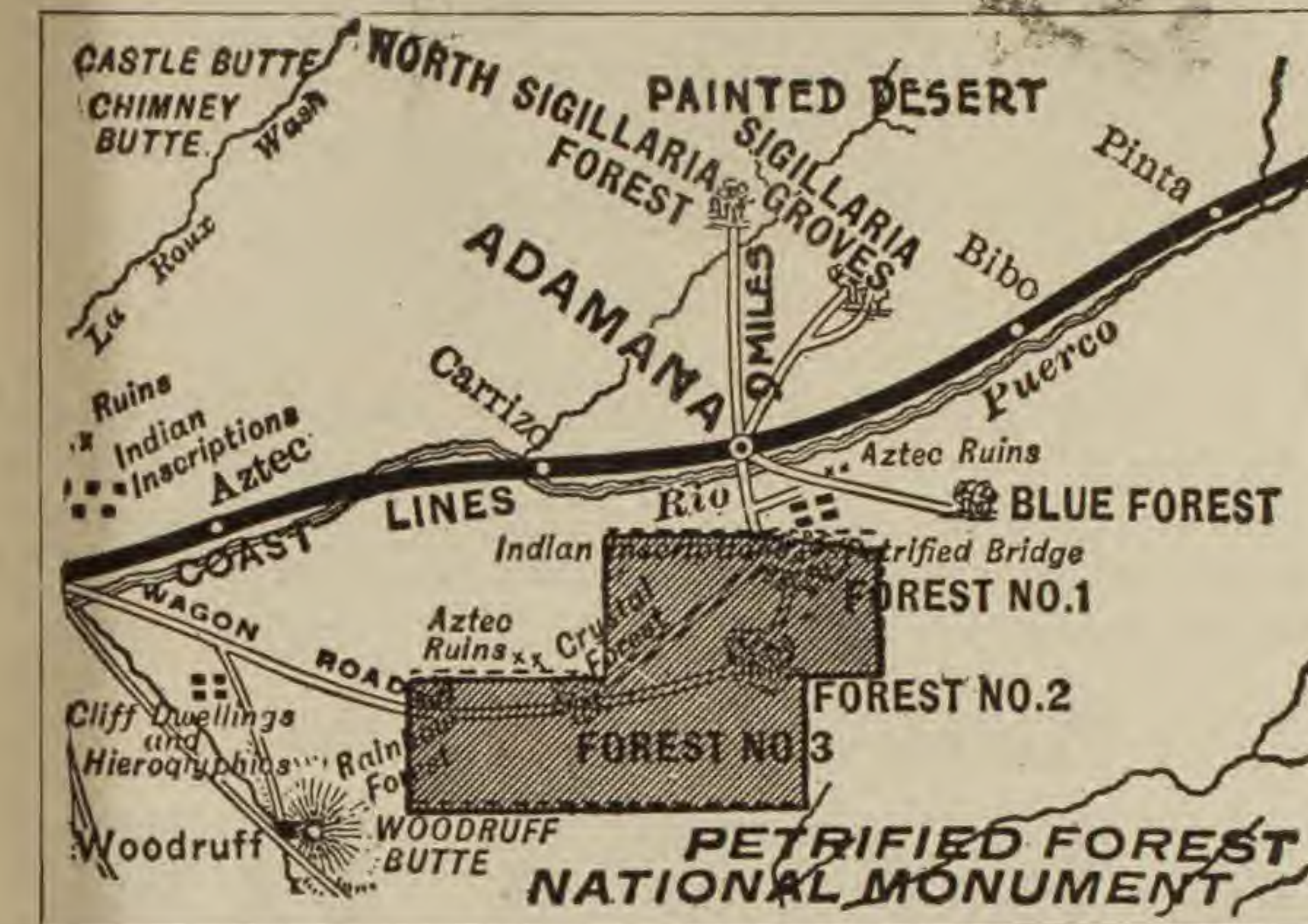
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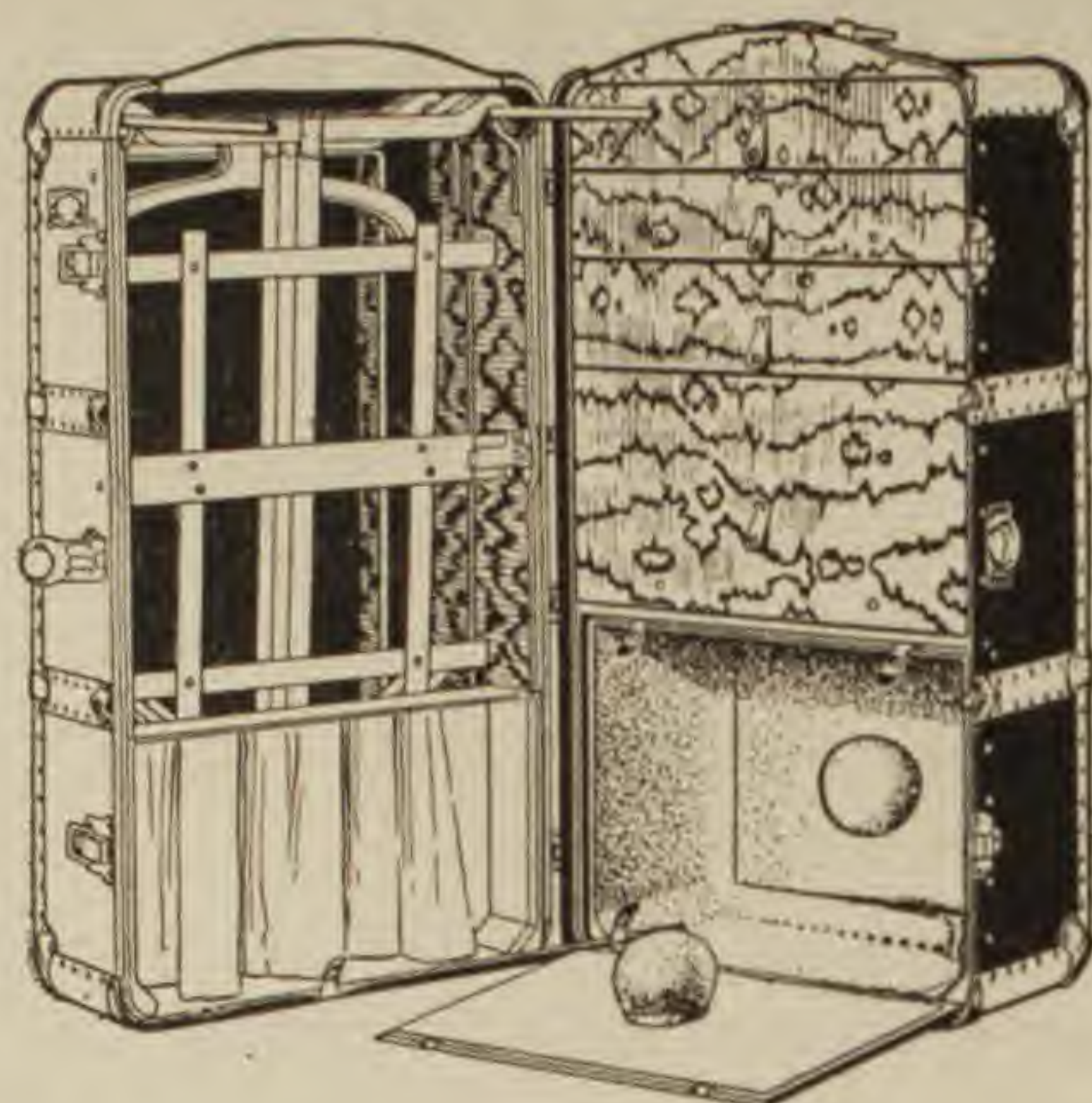
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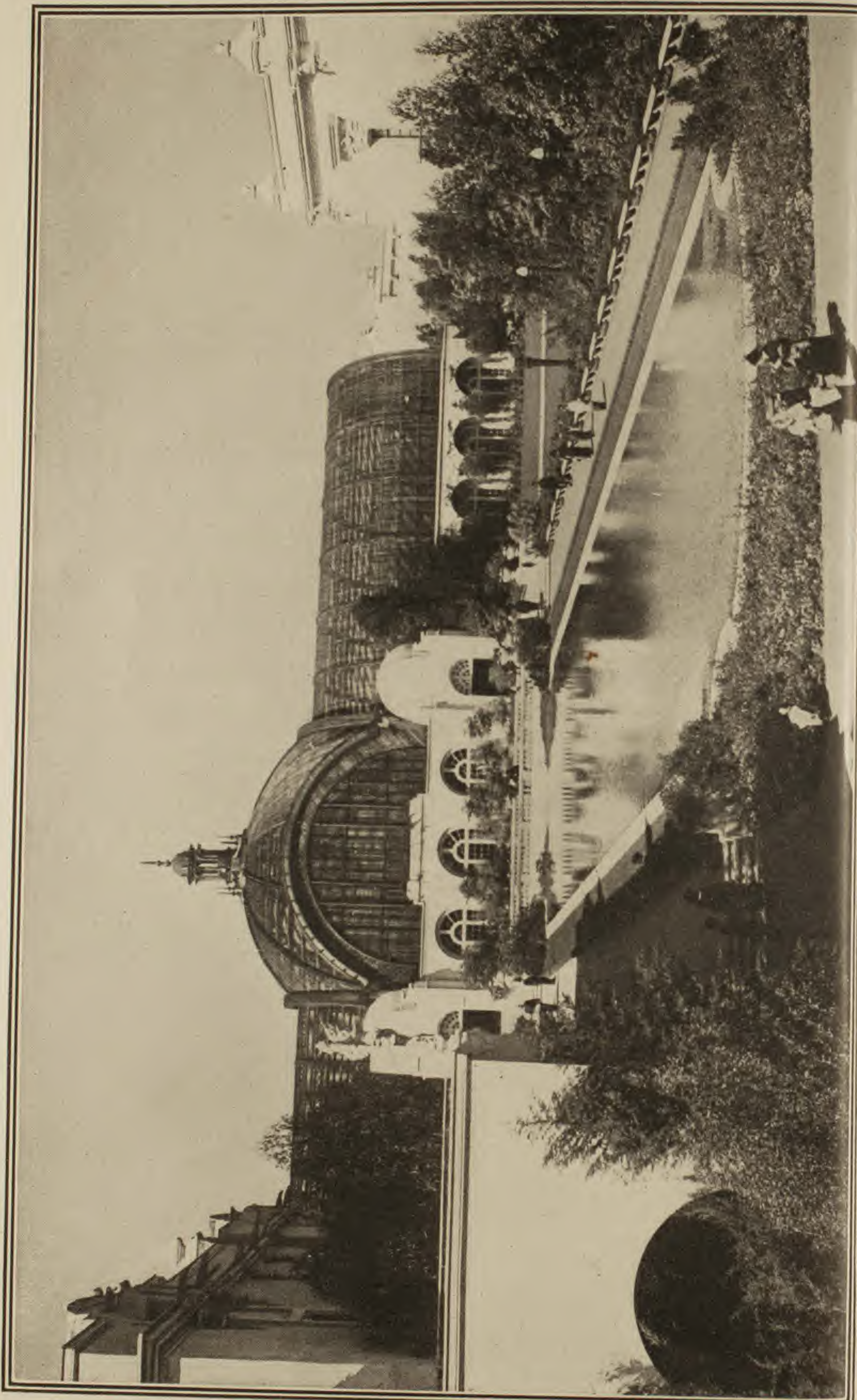
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Development of the Santa Fe Style of Architecture

By SYLVANUS GRISWOLD MORLEY



WHEN the Spaniards first pushed their interpid way into New Mexico, about the middle of the sixteenth century, they were amazed at finding the native habitations so large and well constructed.

Great communal houses four and five stories high, containing in many cases over a thousand rooms and sheltering twice as many people, were encountered on every side. The new land was filled with these human anthills and bore evidence of being in the hands of a highly organized and efficient people.

These communal houses, with their two, three, four and even five room suites, the forerunners of the modern apartment house, were not, however, adapted to the living requirements of the European conquerors. They were the outgrowth, it must be remembered, of a communal form of living, of a socialism more far-reaching and yet practical than ever dreamed by Debs and his optimistic following. Lands, crops, houses were all owned in common, and the individual was completely submerged in the community.

The Spaniards, on the contrary, lived under a different régime. It was the

day of adventure, of soldiers of fortune rising from obscurity to the very steps of the throne. Cortez and Pizarro were still names to conjure with, and every swashbuckler was a prospective *adelantado*. Theirs was a civilization of highly specialized needs and widely differing customs; and the high box-like Indian pueblos with their dark and poorly ventilated rooms were ill-fitted for its accommodation.

Thus the Spaniards were obliged to develop a new type of architecture for the new country, one fitted to their own especial needs and yet conforming at the same time to the pressing exigencies of the environment. An exposition of this architecture, which has been called "The Santa Fe Style," after the name of the capital city of the region where it flourished, is the purpose of the present article.*

Before entering upon a general discussion of Santa Fe architecture and the consideration of its essential characteristics a brief sketch of the historical con-

*A great deal of technical information, not dealt with in this article, may be read in the Old Santa Fe Quarterly for January, 1915. It is intensely interesting to students of architecture.

ditions under which it developed may not be aside the subject.

Although no buildings now exist which date as far back as the first occupation of New Mexico by Juan de Oñate in 1598, we may assume that with the colonization of the new land the new architecture came into being, the result of grafting a European civilization on a native American stalk.

The oldest European structure now extant in anything like its original form is the church at Acoma, New Mexico, built in 1629, and from this time on-



PALACE OF THE GOVERNORS BEFORE "SANTA FE" TREATMENT

ward until 1680 the number of European buildings rapidly increased.

As early as 1630 Father Benavides, the custodio-general, writes that there were twenty-five churches in the province, and this list of course included ecclesiastical structures only. By 1680, the year of the great Pueblo rebellion, the Santa Fe style had become the only European architecture found in the entire region, and the Indians themselves were doubtless already coming under its influence.

On the tenth of August, 1680, the Pueblo Indians, under the leadership of one Popé, struck a swift and unexpected blow for freedom, and after massacring the Spaniards in the smaller settlements,

finally succeeded in driving all of the out of the province.

It is not the purpose of the writer to describe the stirring events of this period: the martyrdom of the Roman Catholic fathers, the heroic defense of Santa Fe by the Spanish governor, Otermin, and finally the evacuation of the country. The narrative of these belongs to the domain of history rather than of architecture, and moreover has been ably covered by Col. R. E. Twitchell and Mr. M. Read in their admirable histories of New Mexico, to which the reader is re-

ferred for further information on these interesting subjects.

From 1680 to 1693 New Mexico was in the hands of her original owners, and during this interval a wave of iconoclasm swept over the province, before which every vestige of European civilization

disappeared. The churches were dismantled, vestments, altar service, books, documents and all the impedimenta of Spanish colonial occupation were destroyed. Even the Palacio Real or government palace at Santa Fe was ravaged into an Indian pueblo and was occupied by the Tano tribe for thirteen years.

This heavy blow to European culture in the Southwest, however, was not enduring, and with the reconquest of the country under Diego de Vargas in 1692 it returned with greater strength than before.

During the next two and a half centuries the province of New Mexico suffered no serious setback or change in fortune. Completely isolated from the con-

temporary English and French colonies, and separated by nearly one thousand miles from the nearest large Spanish settlement, she was left largely to herself; and her peace was broken only by the quarrels between the ecclesiastical and civil authorities and Indian raids and massacres.

This is the period from which date practically all the examples of Santa Fe architecture now extant. The province doubtless enjoyed a mild prosperity, and, under the Franciscan Fathers, in whose exclusive charge all spiritual matters

were vested, the missions multiplied. Churches, private residences and a few govern-

mental buildings sufficient to accommodate the needs of the little colony were erected and they constitute the chief record of the Santa Fe style as we have it today.

In 1846 came the American occupation, and this largely discouraged

any important expression of the native architecture for the next fifty years. Indeed its rescue and rehabilitation—in a sense, its renaissance—has been an achievement of the past two decades and is of such moment to all lovers of the style that the circumstances which gave rise to it merit further attention.

The chief credit for this renaissance rests with Mr. E. P. Ripley, president of the Atchison, Topeka & Santa Fe Railway Company. As much as twenty years ago, when the question of building hotels and stations along the route of the Santa Fe System arose, he perceived the historical propriety of following the native architecture of the Southwest.

At that time the more spectacular missions of southern California were attract-

ing considerable attention, and the order went forth that this architecture was to be followed in the hotels and stations then contemplated along the right of way. An exhaustive presentation of the Santa Fe's efforts in this particular direction would not only take us too far afield but is hardly germane to our subject; sufficient to say in this connection that, in consequence of President Ripley's attitude, a number of hotels and stations were erected in the California mission style, the most beautiful and



PALACE OF THE GOVERNORS AFTER "SANTA FE" TREATMENT

"true to type" being the Alvarado at Albuquerque, New Mexico.

It is impossible to estimate the artistic and commercial benefits to southern California which resulted directly from this exploitation of her native architecture by the Santa Fe Railway. It placed her at once in the front rank of the mission movement in architecture, arts and crafts, then making itself so strongly felt all over the United States, and netted her millions of dollars in advertising and publicity.

When it became apparent about five years ago that, however appropriate California mission architecture might be for California, it was hardly the "correct thing" for New Mexico, which had an equally distinctive and beautiful archi-



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The erection of this beautiful Santa Fe style arch is contemplated, to mark the end of the Old Santa Fe Trail

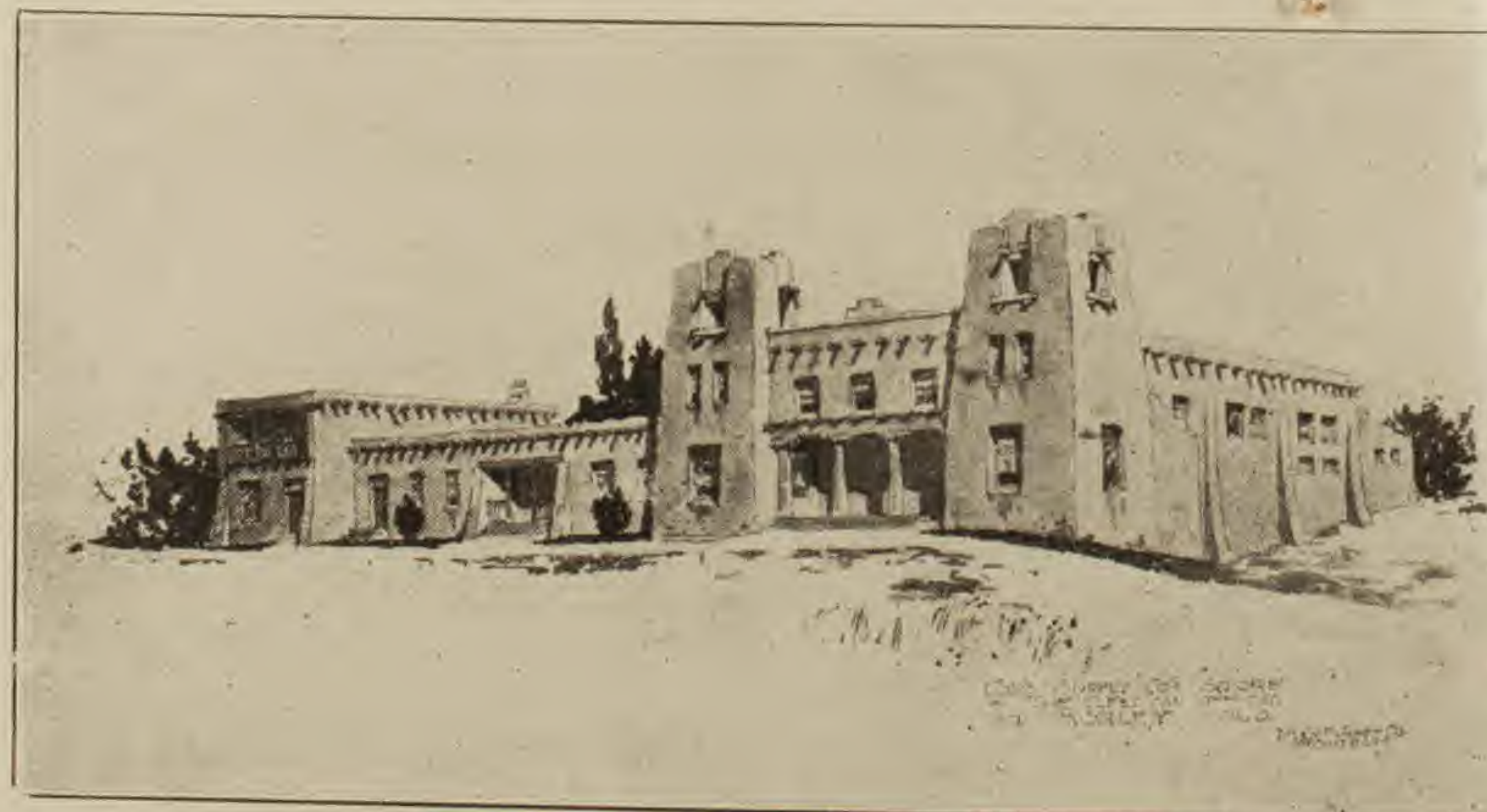
ture of her own, it was again the Santa Fe System which blazed the trail.

In 1909-1910 El Ortiz, the Fred Harvey hotel at Lamy, New Mexico, was built in the "Santa Fe Style"; and this, in the writer's opinion, still remains the most successful adaptation of the native architecture to modern requirements.

This brings the style down to the present moment, and we are now in position to examine its general characteristics.

Santa Fe architecture shows clearly the several influences which have shaped its development. It may be defined briefly as the blending of sixteenth century Spanish and Indian building practices in an environment, the physical demands of which are exceedingly coercive.

The chief Indian contribution to the new architecture was the use of adobe as the principal building material. Long before the Spanish conquest the Indians of New Mexico built their houses of adobe, which, however, was not made into sun-dried bricks as today but was puddled between frames of wattlework or hides something like modern concrete construction. Curious as it may appear, it now seems highly probable that the Indians of the Southwest



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did not use adobe brick until after the time of the Spanish conquest, and subsequent to this is almost entirely due to European influence. The Spanish contribution to the new architecture is effected by a slight pitch, but the ridge of the roof never appears above the top of the fire wall. The uniform use of flat or very slightly sloping roofs not visible above the fire wall is one of the most distinctive characteristics of the Santa Fe architecture and greatly enhances the low and long effect just mentioned. A further application of this same principle is seen in the complete elimination of the Roman arch and semi-circular outlines so common in California mission architecture. This is never used in Santa Fe façades and constitutes the chief point of difference with the California Mission Style.

3. The façade is broken by a number of the new architectural devices which relieve the monotony of the otherwise blank adobe walls, naturally be such as inset porches (*portales*), balconies (*balcones*), projecting roof beams and water spouts (*vigas and canales*), fire walls (*pretilles*), fire wall apertures and flanking buttion, were motresses. These are disposed both symmetrically and asymmetrically and give Santa Fe façades an infinite variety.

4. The color preferably should be one of the numerous shades of adobe. These vary from a pale buff or cream to a fairly dark brown; and even pink and red are not unknown colors in the New Mexico soil. By extension, however, any light color is permissible. Strong and vivid tones are taboo, particularly blues and greens. This "protective coloration" of the Santa Fe style harmonizes admirably with its environment and is one of its chief charms.

5. Carved wood members are extensively and effectively utilized in façade decoration. Here may be mentioned carved wood capitals, columns, architraves, balustrades, cornices and doors.* Perhaps the most characteristic development in this direction is the so-called "Santa Fe Capital."

Probably the oldest, and certainly the most important, example of Santa Fe architecture extant is the Palace of the Governors at Santa Fe. For over three centuries (1606-1908), under three different nations—Spain, Mexico and the United States—this historic building was the seat of government of a vast territory, which originally embraced the greater part of the Southwest.

Many have been the vicissitudes through which it has passed. Built (or at least started) in 1606 by Juan de Oñate, the conqueror of New Mexico, it was partially destroyed and made over

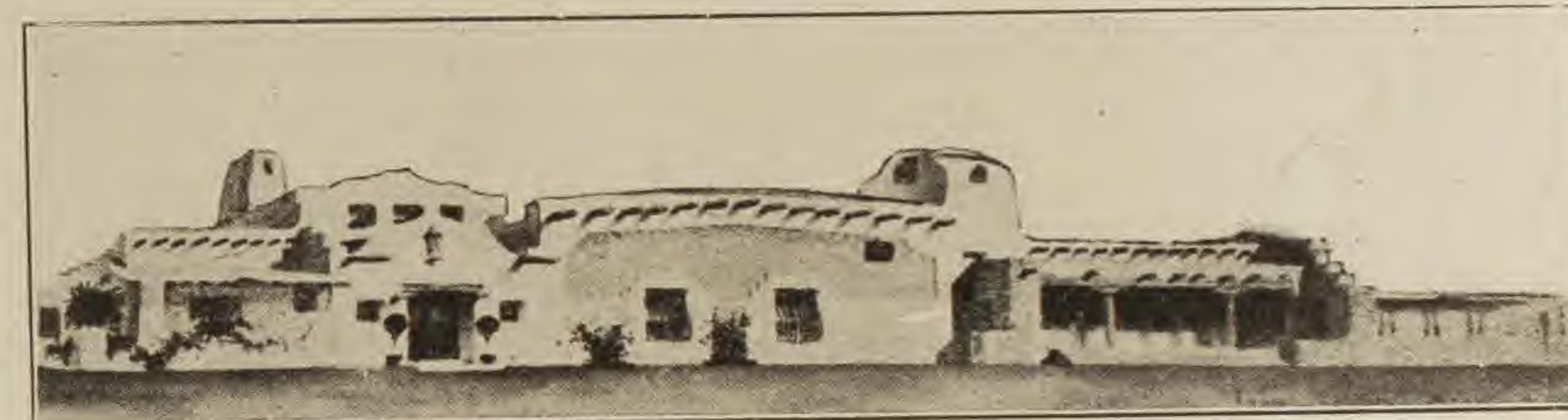
*These decorations are dealt with exhaustively in the Old Santa Fe Quarterly of January, 1915.

into a pueblo by the Tano Indians in 1680. Diego de Vargas reoccupied it in 1693, and from that date on until 1908 it was continuously used as the official residence of the Spanish, Mexican and American governors of New Mexico.

During this period—and especially the latter part, since the American occupation—the building suffered many and severe mutilations. Originally it was much larger, containing many outbuildings and smaller plazas.

In 1908 the building ceased to be the official residence of the governor, and in 1909 by act of the territorial legislature it was made the Museum of New Mexico and the headquarters of the School of American Archaeology.

When the palace was turned over to the museum officials in June, 1909, it was indeed in a sorry state (see photo-



TYPICAL OF THE SANTA FE STYLE

An extremely happy combination of a number of excellent features; designed by Louis Curtis of Kansas City

graph). The walls were falling in many places, and everywhere inappropriate renovations were in evidence, a hodge-podge of ill-considered additions conforming to no particular style of architecture. Space here is too limited to permit even a brief description of the wonders wrought within the building, but the erection of a portal after the style of the original one in place of the ginger-bread piazza dating from the late seventies of the last century will suffice to illustrate the painstaking spirit in which this difficult task of restoration has been carried out.

To stimulate local interest in the native architecture the Santa Fe Chamber of Commerce in the fall of 1913 organized, at the writer's suggestion, an architectural contest, prizes being offered for the "best design of a Santa Fe style residence not to exceed \$3,500 in cost."

Sixty-five designs were submitted in all, and many new and happy ideas were brought to light. One of the most im-

portant results achieved was the demonstration by a number of designs of the perfect adaptability of the style to modern dwellings.

Two houses were awarded first and second prizes respectively in this con-



EXAMPLE OF SANTA FE ARCHITECTURE
House awarded first prize in the Santa Fe Chamber of Commerce architectural prize contest

test. The former shows symmetrical façade treatment relieved by a portal at the side. The beautiful proportions and perfect balance of the doorway and adjacent wall spaces, including the water spouts, were the features which won for this design the first prize.

The house awarded second prize shows several novel features. The use of brick cornices, battered walls, different roof levels and exterior plaçita with gateway on the street were points which



ANOTHER EXAMPLE OF SANTA FE ARCHITECTURE
House awarded second prize in the Santa Fe Chamber of Commerce prize contest

highly recommended this design to the judges.

The Harvey Hotel, "El Ortiz," at Lamy, New Mexico, already has been mentioned in the pages of this article as being in the writer's opinion the most beautiful example of Santa Fe architec-

ture yet achieved. This house was designed by Mr. Louis Curtis of Kansas City, Mo.

The façade is a symmetrical, balance again being attained, as in the of Mr. Curtis' other designs, by the

of flank wings differ proportion but equilibrium. The higher sections, main entrance and the fireplace alcove, alternate with three low sections. This gives skyline.

once irregular and altogether pleasing. Many other odd and yet harmonious notes are struck which greatly enhance the originality of this design, such as the curiously shaped window in the chimney, the use of diagonal panes in the French windows and the quaint script of "El Ortiz" above the main entrance.*

The highly diversified requirements of a modern hotel are adequately fulfilled by "El Ortiz," which corroborates the point made above—that the style

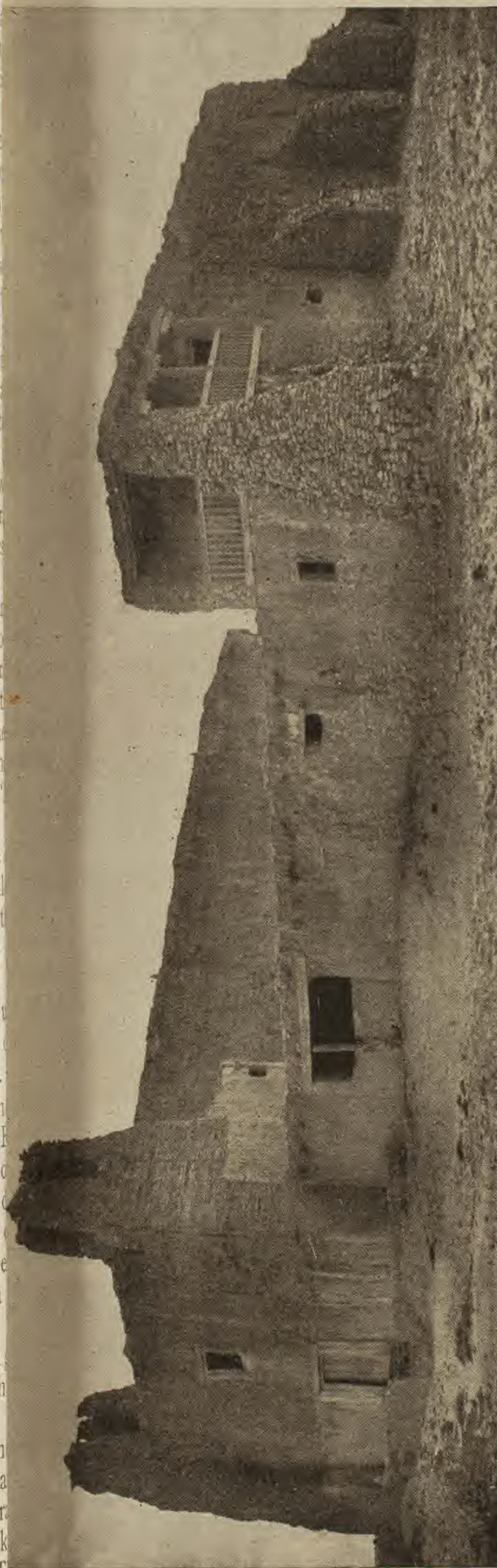
adapted to various kinds of buildings.

Another Santa Fe style construction designed for the same exhibition is shown.

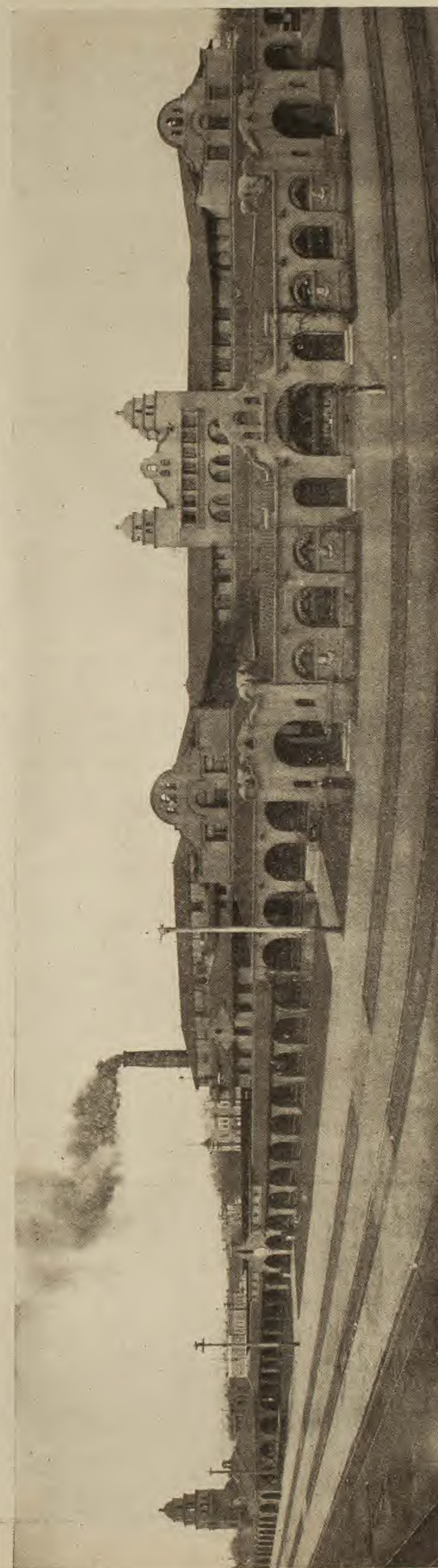
was suggested that an arch at the corner of the plaza

facing the end of the Santa Fe Trail would be a peculiarly appropriate mark for the end of that famous highway. The suggestion was passed on to Messrs.

*The name El Ortiz was suggested by R. E. Twitchell, and is an abbreviation of Nicolas Ortiz Nino Ledrom de Guevaca, one of the reconquistadores under Diego de Vargas



CHURCH AT THE PUEBLO OF ACOMA
The oldest example of Santa Fe architecture in existence; built in 1629



SANTA FE STATION AND HARVEY HOUSE AT ALBUQUERQUE, N. M.
This beautiful building, besides housing the finest hotel on the western plains, is one of the very best examples of the Santa Fe style of architecture

commemorative tablets of bronze are set in the massive supports, and through the opening appear two curving

benches, the hidden ends of which join the back of the arch. As yet this handsome and altogether fitting monument is unbuilt, but it is earnestly hoped that the state will see the propriety of such a memorial to mark the end of the trail and will in the near future provide for its erection.

The New Mexico State Building at the Panama-California Exposition also is of this style. It is an admirably close copy of the church and convent at Acoma, New Mexico.

This old mission deserves special mention, since, as already noted, it is probably the only Spanish structure which survived in anything like completeness the great rebellion of 1680. The church was built in 1629 by Fray Juan Ramirez, and strangely enough seems to have passed through the chaotic years of the rebellion virtually intact. When De Vargas visited the Rock of Acoma in November, 1692, he found that the walls "stand firm in spite of the heavy rains which break the windows and skylights of the said church." This is ample evidence that the building was in a good state of preservation even before the reconquest of the country had been effected.

The towers, portal and balcony, and more particularly the carved wood members—the capitals, balustrades and door—are all characteristic Santa Fe features and indicate the consistency of the style from the earliest down to the latest times.

The extension of Santa Fe architecture to buildings of a purely commercial

character also is shown in the warehouse and store of the Colorado Supply Company at Morley, Colorado, which has the distinction of being the first modern building to be erected along the old line.

Another building showing the influence of ecclesiastical architecture is the warehouse of the Gross, Kelly Company in the city of Santa Fe. This in fact is nothing more than a Santa Fe style church, with portal along the side, paralleling the railroad track. It is said to be admirably adapted to the use for which it was designed.

The writer has endeavored in the foregoing pages to describe somewhat briefly the origin, development and renaissance of Santa Fe architecture, and to point out its adaptability to modern building requirements in the Southwest, particularly in New Mexico.

The advisability of transplanting this native architecture to the East or Middle West, however, is very greatly to be doubted. It was the product of an exceedingly arid environment, and, though admirably fitted to the needs of the region where it was developed, it is not a type of construction to be recommended for the moist and humid climate of the Atlantic seaboard or even the Middle West.

So far as New Mexico is concerned, however, there can be no question. Here all factors—historic propriety, environmental exigency and constructional economy—combine to make the Santa Fe style the architecture *par excellence* for the region.



A NIGHT CARNIVAL ON THE "ISTHMUS"

Flashes From San Diego

THAT portion of the beautiful San Diego Exposition which will be permanent includes, of course, the enormous work done in landscape architecture over a good portion of the 1,400-acre park. It also includes the California and Fine Arts buildings, which will house the permanent scientific exhibits, and the Botanical Building and the great Music Pavilion, which houses the largest outdoor organ in the world—all of these being of steel and concrete. The New Mexico Building and a few smaller structures are also of concrete. The Puente Cabrillo, the 1,000-foot viaduct across the main cañon, is permanent. All other buildings, of staff and plaster, are on metal lath, so that their life should be about twenty years. The big agricultural display will be used at the close of the fair for experimental station work.

Uncle Sam's parcel post is now accused of competing with Dr. Stork since the arrival in San Diego of Samuel Abraham Randolph, aged eight years, by

parcel post. It all came about in this way:

Samuel lives in Salt Lake City and desired to see the San Diego Exposition. His parents were unable to make the trip, so they decided to send Samuel by parcel post to his grandmother, Mrs. John Waterman, who resides in San Diego. In the lapel of his coat Samuel wore two parcel post tags. One tag contained the address of his grandmother and fifty cents in parcel post stamps. The other tag was marked, "Fragile; Handle With Care."

The boy's grandmother was at the station to claim her "mail," eliminating the necessity of Samuel being tossed about in the local postoffice as ordinary parcel post matter.

The largest single delegation that will visit the San Diego Exposition this summer will be the Loyal Order of Moose, which will storm San Diego thirty thousand strong for a week's convention beginning on July 17. This convention will call there several governors, sena-



"GOAT MOUNTAIN"

A portion of the realistic exhibit by the Santa Fe, known as the "Painted Desert"

tors, congressmen and other men of high rank in national life. Vice-President Marshall, who is a member of the order, is likely to be there. During the week's convention the visitors will be kept on the go. A large fund for their

entertainment has been raised. At the convention practically every Moose lodge in the country will be represented and many of these have already secured their hotel accommodations. Governor Johnson, of California, who is a member of



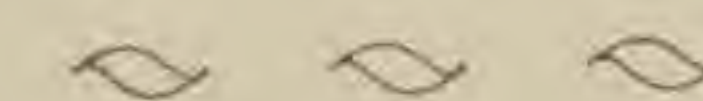
A FLOAT IN THE MAY FESTIVAL

the order, is one of the well known men who is scheduled to make an address.



A New York florist passing his vacation at the California fairs stood in an arcade off the Plaza de Panama, gasping at the battle of flowers which formed the climax to the exposition's rose festival. "If that group of girls could transport to my sales office on Fifth Avenue the roses they have tossed on the pavement I could make a year's profits in one day," he said.

A big delegation from San Francisco sat on the reviewing stand at the head of the plaza and shouted itself hoarse as the parade passed. A feature was a battalion of pretty girls in filmy garments almost covered with American beauty roses. Just after them came a long line of electricettes, the little motor chairs in use on the grounds, each driven by a little girl perched in a bank of flowers. The Nevada and Washington delegations had decked out their floats with flowers sent from their native states.



A few days ago there were parked at the end of the Puente Cabrillo, the great viaduct forming the west approach to the exposition, no fewer than eighty-three

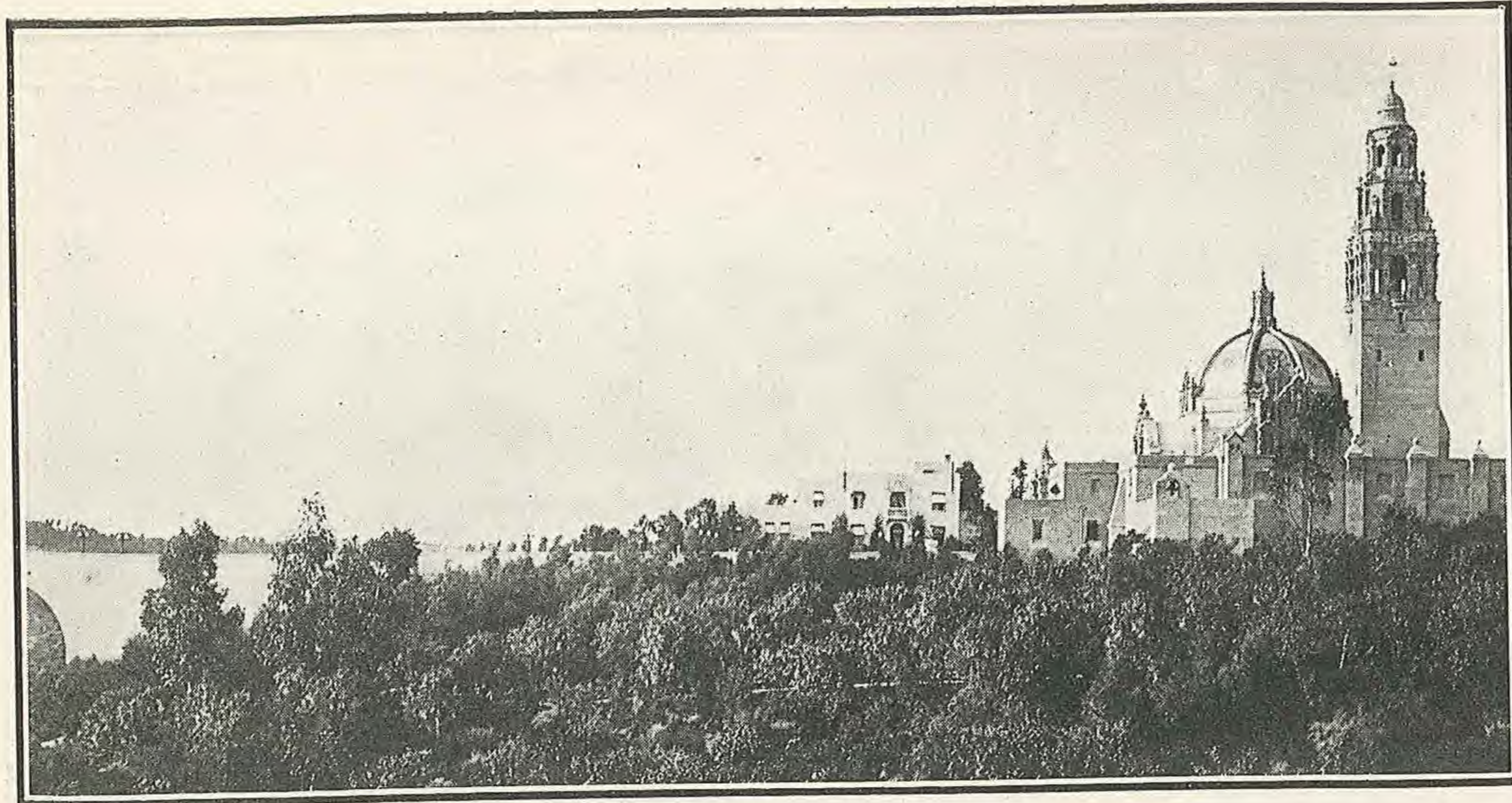


END OF HIS JOURNEY

"Casey" Randolph of Salt Lake City arrived by parcel post at the San Diego postoffice. Postmaster Bartholomew is shown cancelling the stamp which brought ninety pounds of boy, insured for \$100,000, from Utah to the San Diego Exposition.

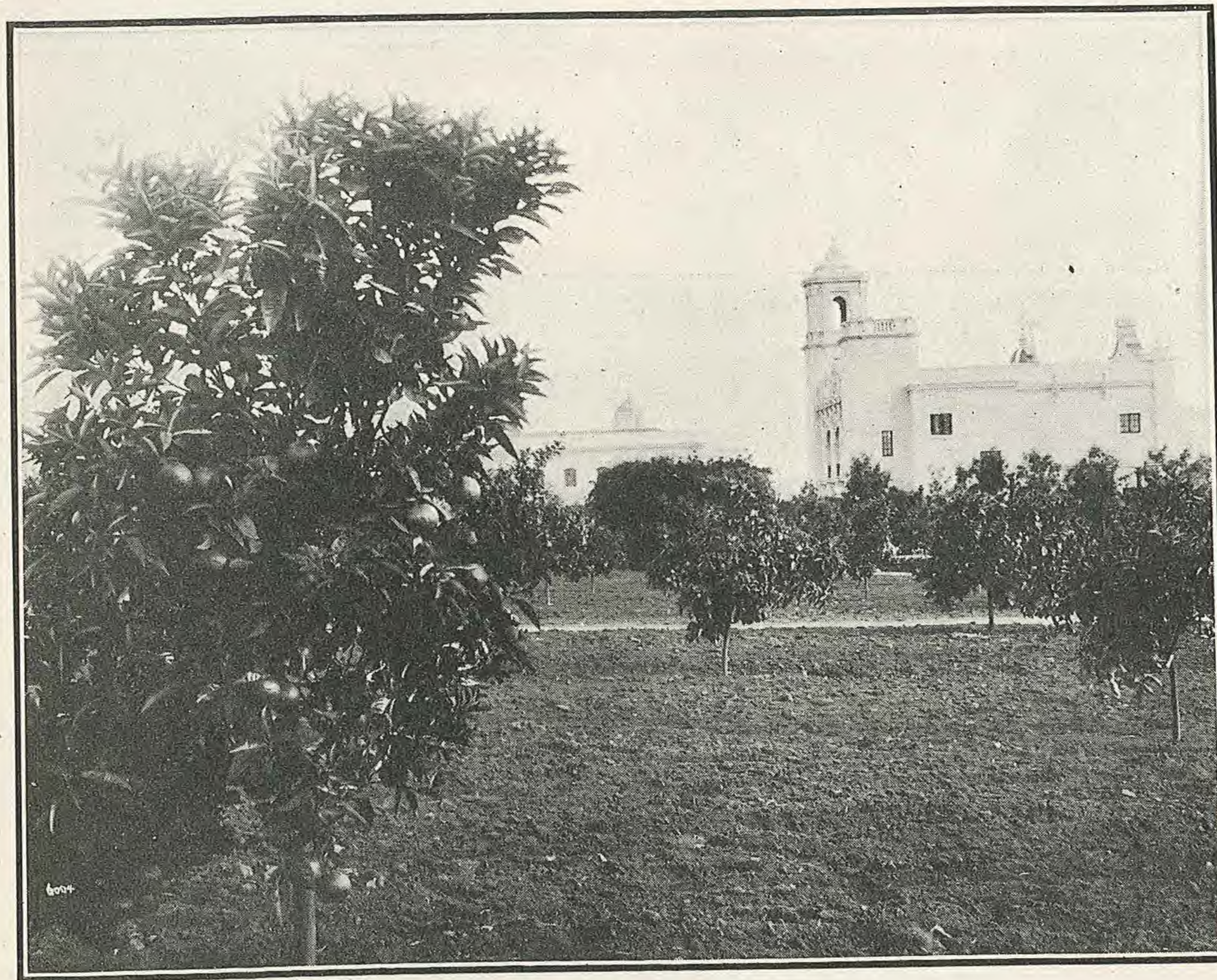


FEEDING THE PIGEONS ON THE PLAZA DE PANAMA



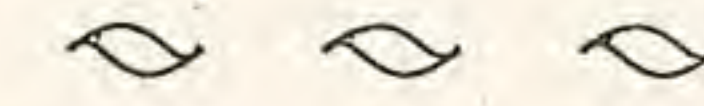
THE CALIFORNIA BUILDING FROM ACROSS A RAVINE

automobiles carrying Minnesota licenses. Mingled with them were in smaller numbers cars from other middle west and eastern states. The summer movement is thought to have started already, as the rainy season is past and the famous highways of the Southwest are in their best condition. Incoming tourists grin as they pass the sign at the side of San Diego's coast boulevard. It reads:



A GLIMPSE AT THE CITRUS ORCHARD

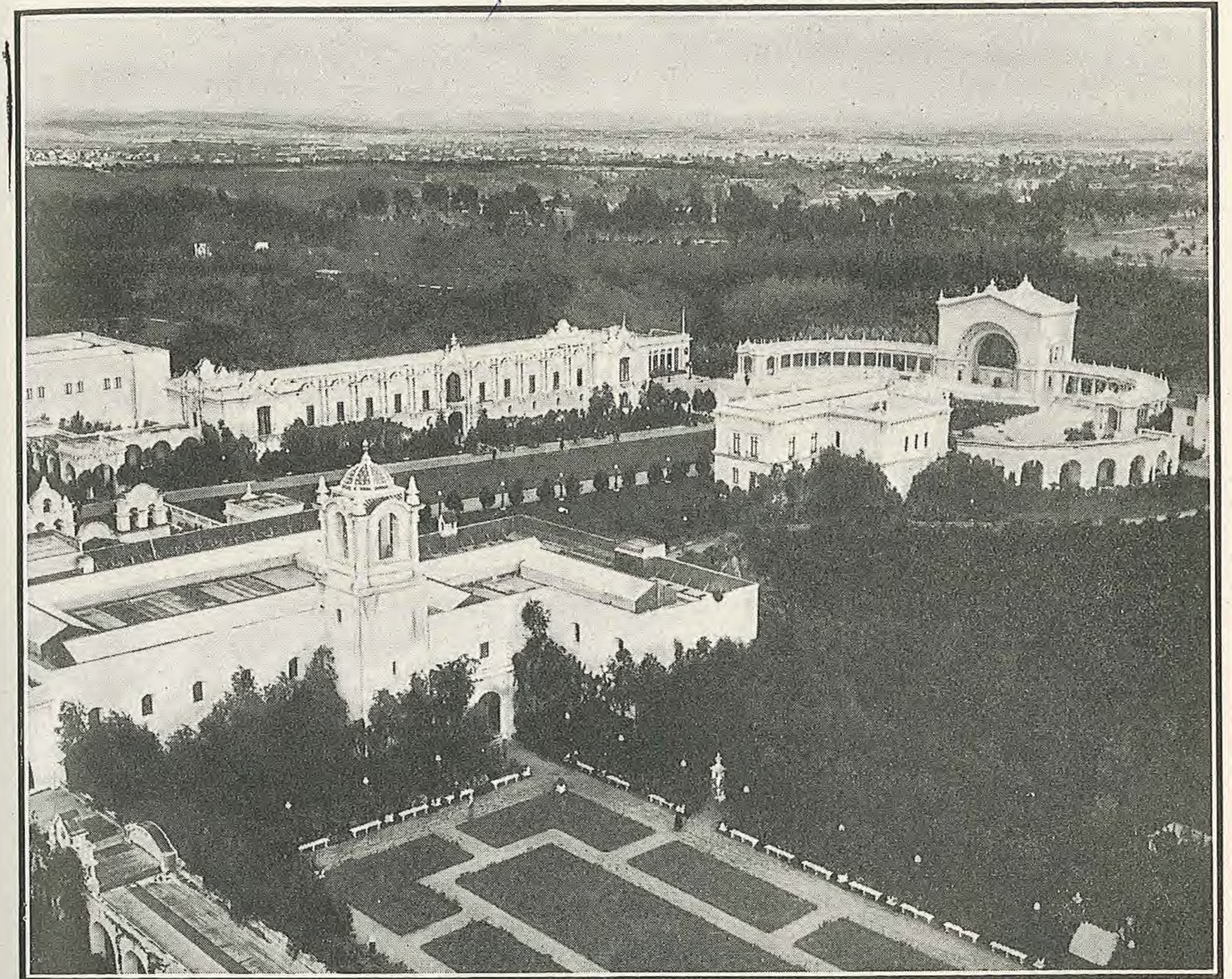
"Joyriders, beware! Slow down to one hundred miles an hour!"



A vast pilgrimage of students, teachers and educational experts will invade the exposition for attendance at the summer school to be held from July 5 to August 13. This promises to be without equal in the history of the progress of education, for the faculty will include

and direction, mental and physical testing with laboratory work, elementary manual training and primitive arts with demonstrations by Indian workers, and agriculture with demonstrations. There will be special lectures on peace and conciliation, modern education, human welfare and arts and sciences.

To popularize the summer school the exposition directors have fixed the unusually low fee of \$7.50 for the term,



A CORNER OF THE SAN DIEGO EXPOSITION GROUNDS

Looking across Los Jardines De Montezuma; music pavilion, with largest outdoor pipe organ in the world, at the right.

some of the most remarkable authorities on education. Standing high in this list is Dr. Maria Montessori of Rome, founder of the famed system of teaching which bears her name. Dr. Montessori will assume direct charge of the Montessori institute to be established during the session.

Among the courses will be history and geography of South America, Spanish grammar and literature, modern history and the peace movement, modern literature, culture history, American archeology, anthropology, vocational education

which will include admission to the exposition. Among the educators who will be in the faculty are Dr. J. C. Thompson, surgeon of the U. S. navy; Dr. Edgar L. Hewett, director of the School of American Archeology; Percy Alvin Martin, Ph.D., assistant professor of history, Stanford University; W. F. Bliss, dean of the state normal school in San Diego; Miriam E. Besley, William T. Skilling and Maria Goddard, in addition to special lecturers.

The remarkable ethnological exhibit by the Smithsonian Institution, the ancient

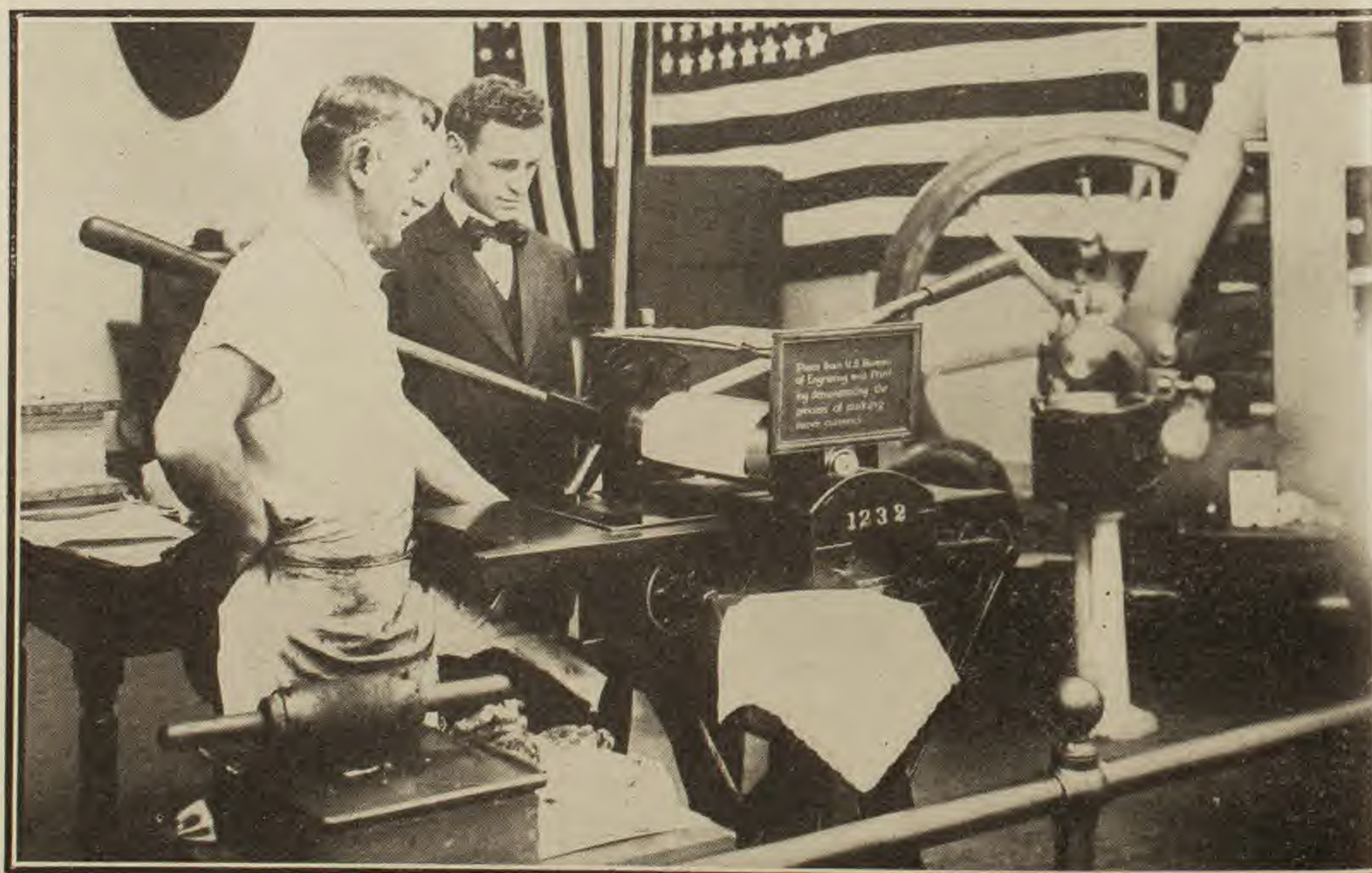


PRACTICING THE ART OF WAR
U. S. Marines digging battle trenches with the aid of a farm tractor

and modern Indian display, the commercial representation, and the quite unprecedented agricultural and horticultural displays, crowning the work in architecture, equip the San Diego Exposition with extraordinary facilities for study. Practically all, moreover, is permanent, this being almost unique in world's fair achievement.

Exposition visitors have had the pleasure of meeting another star of the

movie world. This is dainty Mary Pickford, who came to San Diego and the exposition with the Famous Players Company to enact a screen thriller. Part of this was made on board the palatial yacht Venetia, owned by John D. Spreckels. Big crowds followed Miss Pickford through the exposition grounds, while the most ardent of the movie fans pressed forward to shake hands with her. Miss Pickford very graciously received them and talked with them about



U. S. TREASURY EXHIBIT AT SAN DIEGO
Showing the method of stamping coins and engraving paper money



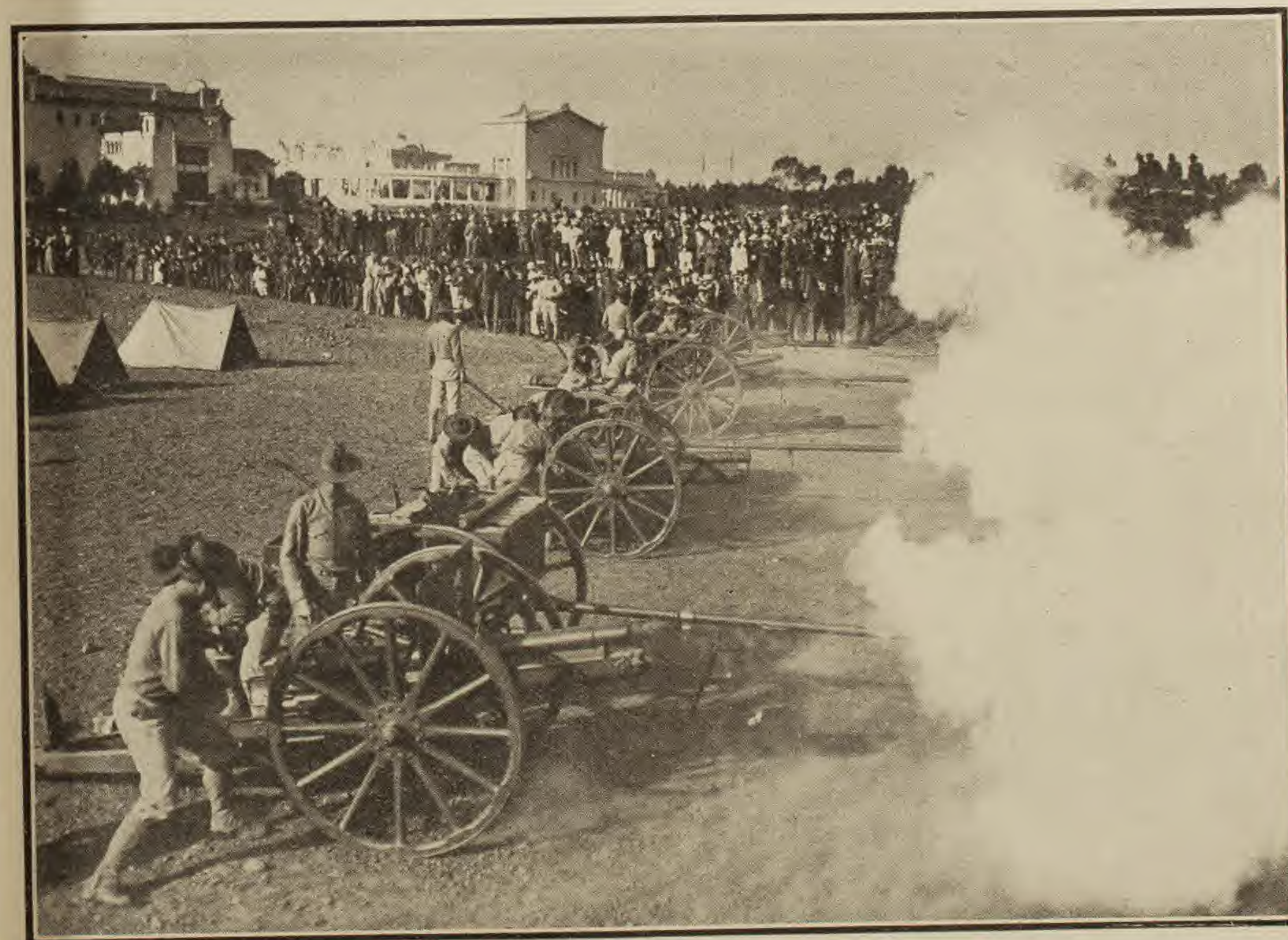
A BATTLE SCENE ON THE SAN DIEGO EXPOSITION GROUNDS

the movie art as much as her time, estimated at \$104,000 a year, would permit.

~ ~ ~

Forty-seven years ago the board of trustees of the Old Town of San Diego—the site of the landing by Cabrillo in 1542, and the first California mission in 1769, the marriage of Ramona, and

otherwise distinguished in western history—set aside 1,400 acres, where new San Diego now stands, for park purposes. In this great park is now the Panama-California Exposition. On the forty-seventh anniversary there was escorted into the grounds Juan Guadaloupe Estudillo, the only surviving member of the old board.



ARMY AND NAVY FIELD DAY AT SAN DIEGO

ANOTHER LANDMARK GONE

The famous old wooden depot which since 1887 has done duty in San Diego has ceased to exist. The tower—a well-



MOVING THE PALMS

Through a cut one hundred and fifty feet long these trees, with forty-five tons of earth clinging to the roots of each, were moved to sites adjacent to the new depot.



RAZING THE OLD DEPOT TOWER AT SAN DIEGO

In keeping with the progress of San Diego, the Santa Fe has erected a beautiful new depot of ample accommodations, the dome of the tower of which is seen to the right

known landmark to thousands of railroadmen and tourists—bit the dust when two yard engines to which was attached a wire cable pulled the wire through the base of the tower and brought it down with a crash.

Immediately after the tower was wrecked the ground was cleared and additional sidetracks were installed to take care of the ever-increasing exposition business. The big palms which formerly graced the depot platform have been moved to new locations adjoining the new passenger station. These trees were moved through deep, wide cuts, and about forty-five tons of earth was moved with each palm. The earth about the roots was boxed tightly to permit of the whole being glided along the cut. While moving the palms in this manner involved a great deal of work, it would have been impracticable to hoist them with a crane without badly damaging them.

The accompanying illustrations were taken by Fireman Gergen of the Escamido branch.

Grateful Patient: "By the way, I should be glad if you would send your bill soon."

Eminent Practitioner: "Never mind about that, my dear madam; you must get quite strong first."

A Few Instances of What Has Been Accomplished by Teamwork

By ISAIAH HALE, Commissioner of Safety

JUST to show what even a reasonable amount of cooperation in our safety work means, the writer recently picked up, at random, a few safety committee reports and found the following items among a great many other interesting and important ones. They should serve to remind every thinking man in Santa Fe service of the very positive truth of the old saying that "prevention is better than cure." That the correction of all, or any, of them saved an injury we do not know; but *we do know* that none of the unsafe conditions which have been remedied ever will cause an injury.

A still larger field for the activities of all men in our safety work can be found in doing missionary work among your fellow workmen. A thoughtless, careless act, with its ever-present possibility of injury, might, by a word of good advice from you, be turned into a thoughtful, careful one with safety as a reward. We will never get very far in our safety work till you men out on the firing line interest yourselves enough in the movement which aims at your protection and preservation to boost it among your fellow workmen. We have been waiting nearly three years for this from a large proportion of the men of the rank and file. You can in no other way more clearly and fully show your loyalty to your family, your co-workers and your company than by becoming safety boosters. It is up to you NOW to show whether you are going to block the safety game or boost it.

There are included in the following a few cases of quick thinking and prompt action on the part of Santa Fe men which are highly commendable and deserving of the publicity here given them:

J. Littleton, engineer, reported to the Arkansas River Division safety com-

mittee that certain section foremen were holding their men too close to the rails after clearing the track for a passing train; also that they were keeping men at work until the last minute in the face of approaching trains. This friendly report of Engineer Littleton is highly commendable, and his example might be profitably followed by other engineers. In that particular territory the cause of the complaint has been corrected. It is just as easy to stop it before a section-man is killed as after. And no one is in so good a position as an engineer to know of these thoughtless violations of our rules.

C. E. Yewell, engineer, reported to the Topeka local safety committee that a telephone wire strung across the tracks had sagged low enough to make it possible to catch a man on top of the cars. The matter was taken up with the telephone company the next morning. The wire was raised the same day. This is cooperation that is cooperation.

J. O. Abramson, roadmaster, reported to the Missouri Division safety committee that station employees at a certain place were in the habit of flipping incoming passenger trains to avoid walking to the head end of the train to help unload baggage. The fact that he is a trackman did not keep Mr. Abramson from stopping employees in another department from doing something they had no business to do.

G. W. Bailey, agent, reported to the same committee that men and boys frequently caught our freight trains in the evening to "beat" their way to near-by towns. The men were found to be mostly coal miners. The mine owners were warned that if the practice was continued a special agent would make a few arrests. This report not only saved the threatened prosecutions but probably saved the lives or limbs of some

of these trespassers. One of the most serious things confronting us today is the trespass evil. If our own employes would recognize this fact they could do much to lessen the serious results which often follow trespassing.

L. C. Lawton, division engineer, reported to the Middle Division safety committee that track forces often left lining bars sticking up in the shoulders along the track where the bars might fall across the rails. This has been corrected on that particular division, but there are doubtless a great many other track foremen who can get a lesson from this item.

Floyd Havens, car repairer, reported to the Newton shops safety committee that escaping steam at the end of the tank shop, close to repair track No. 7, obstructed the view of workmen and that it was apt to result in injury when cars were being placed. Repairs were made immediately.

E. D. Webb, engineer, reported to the Eastern Division safety committee in Emporia that engines standing on the outgoing track at a certain roundhouse were coupled. Consequently the hostlers could not always be with them. An engineer going to his engine and wanting to move it in could not do so without moving other engines, thus endangering others who might be working around such engines. The practice of leaving engines coupled was discontinued. Doesn't it seem that this is good teamwork and is very likely to avoid a serious if not a fatal injury?

B. Cross, general foreman, reported to the Oklahoma Division safety committee that he had seen a brakeman working alongside a train pulling out, and that this man's jumper was hanging loose and got caught on the bleeder-rod under one of the cars. A serious injury narrowly was averted. This item is worthy of careful notice. Flapping clothes are a constant menace.

All heroes are not found in fiction. Engineer Sherman and Fireman Fack-

man, handling train No. 131, on the Eastern Division, saw, a short distance ahead of them, a little girl on the Wakarusa Creek bridge. It did not appear possible to stop the train quickly enough to prevent striking the child, but while Engineer Sherman gave his braking power everything he had, Fireman Fackman went through the front window, out onto the running board and down onto the pilot, where he caught the child and pulled her out of way of serious harm. While he is not likely to get a Carnegie medal, he earned it. Hats off, please, to Engineer Sherman and Fireman Fackman.

The presence of mind of C. S. Fearis, a switchman at Canadian, Tex., recently saved the life of a four-year-old boy, who tried to cross the track directly ahead of yard engine No. 386. Superintendent Elliott wrote Mr. Fearis commending his action.

S. M. Howard, porter on train No. 9, was passing through a tourist car on the Arkansas River Division a few weeks ago and saw a small boy sitting with his mother, who was engaged in conversation with another passenger. The child was hanging out of the window so far that a slight lurch of the coach in taking a curve might have thrown him out. Howard did the right thing by pulling the youngster back, closing the window and reminding the mother of the dangers which threatened the boy. This woman later formally expressed her appreciation of the porter's thoughtfulness.

As train No. 567 pulled out of Swink, Colo., an intoxicated man trying to get on the train stumbled. Conductor Keif caught him and, while unable to pull him into the vestibule, held him until Edward Zwick, an operator, caught him and pulled him out of harm's way. Though getting somewhat the worst of it himself, it is almost certain that Zwick saved this drunken man's life.

Concrete Work on the Arizona Division

Concrete Is Being Used in the Construction of Bank Protection, Bunkhouses and Bridges

THE Arizona Division, extending from Seligman, Ariz., to Mojave, Cal., and including four branch lines, presents some maintenance problems which have been handled in a manner which will be of general interest to those who have to do with concrete, says the Rail-

and concrete brakeshoe boxes, crossing, yard limit and other signs are being tried out, while a section laborer's concrete bunkhouse has been made standard.

BANK PROTECTION WALLS

To handle storm water a system of "A" surface ditches was constructed years ago, reaching out from a bridge to an apex and coming back to the next bridge. There are miles of these ditches, costing many thousands of dollars. The statement is probably not far from true that on one branch line there is as much yardage in the ditches as in the roadbed they protect. Some of them, where the soil contains clay, are good yet,



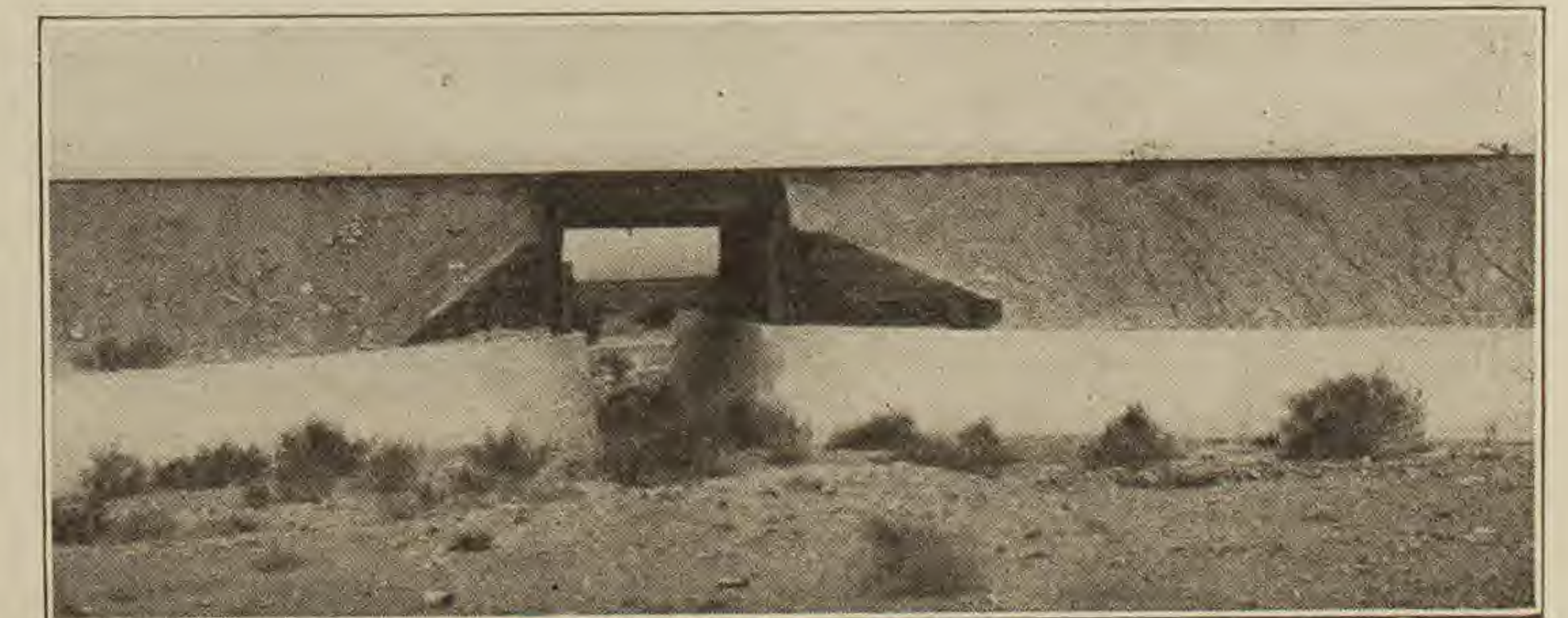
A BLANKET PROTECTION WALL SOME DISTANCE FROM THE TRACK

way *Age Gazette*. This division ranges in altitude from less than 500 feet to over 5,600 feet elevation, with like variations in climate. All of it is desert country subject to violent rainstorms, commonly referred to as cloudbursts, in the summertime. The roadbed is constructed for the most part of sand and gravel, which disintegrates readily under the action of water.

The extensive use of concrete on the division had its beginning in trying to meet these conditions, but, owing to certain favorable as well as unfavorable conditions and also to the personnel of the division forces, one thing has led to another until the pile driver is nearly obsolete,

but others have been known to give way in one violent storm and many have been rebuilt from one to several times.

About two years ago it became necessary either to rebuild the ditches protecting about fourteen miles of roadbed especially subject to washouts, or to adopt some other form of protection, and it was decided to try out on a large scale what had already been done on a



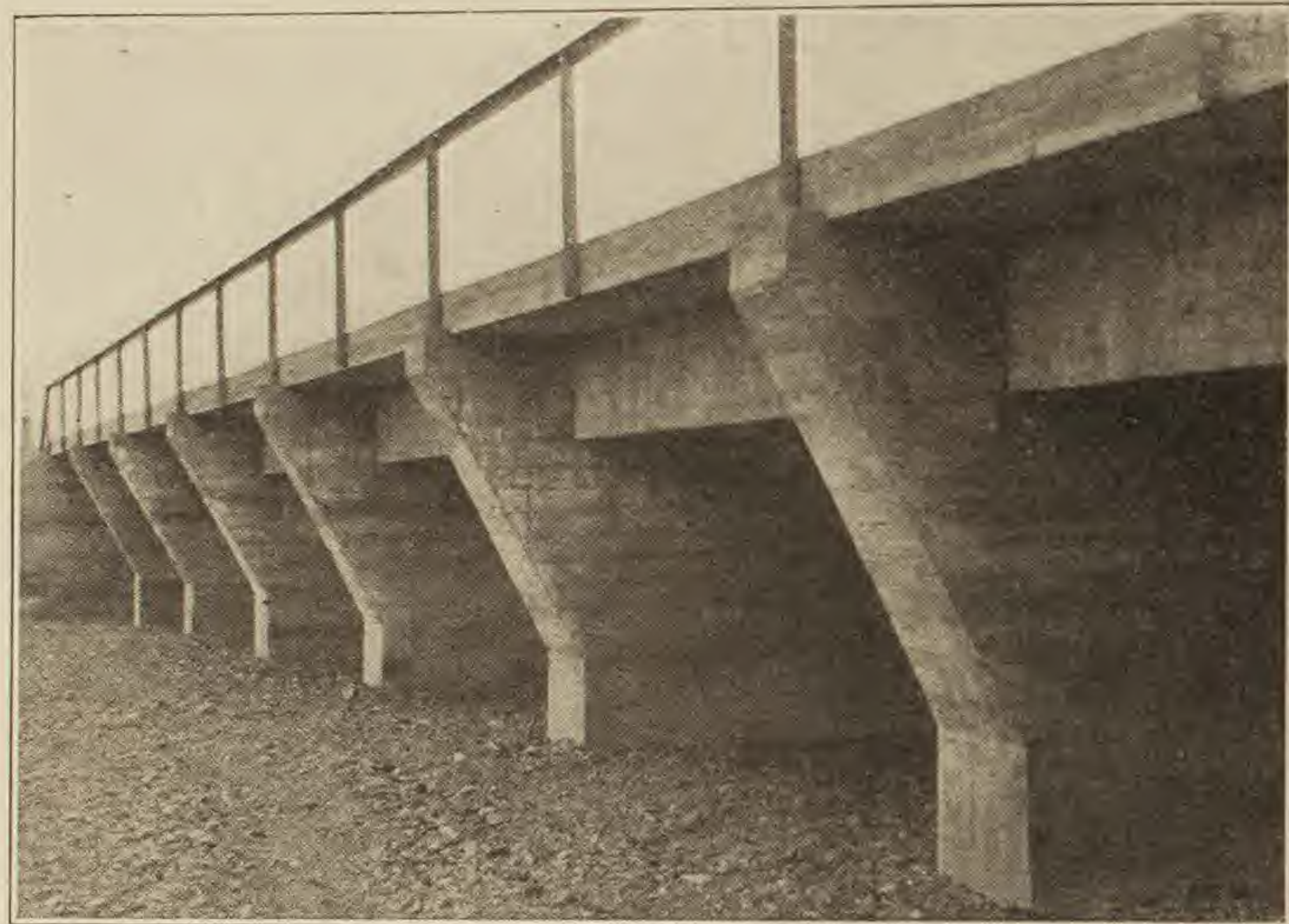
WING WALLS EXTENDING OUT FROM A BRIDGE OPENING



SANTA FE SAFETY FIRST



small scale in the immediate vicinity of the bridges, viz., line the roadbed with a concrete blanket on the slope of the embankment. Eventually about twenty-



NEW TYPE OF CONCRETE PIER AND SLAB CONSTRUCTION

five miles of line was so protected at a cost less than would have been required to restore the ditches, and it looks as though washout troubles have been practically eliminated on this territory and that repairs should be nil, barring accidents. The method of construction as well as the finished wall is well shown in the accompanying photographs.

Where the wash is likely to scour, the blanket is carried down to the bottom on a $1\frac{1}{2}$ -to-1 slope. This involves a great deal of grading. Where the wash does not scour, the slope wall is carried a foot or so below the bed of the wash and turned straight down in the form of a toe wall, as narrow as can be dug. On this division a toe wall can usually be dug from 14 to 18 inches wide. On a great deal of this territory the material which comes out of the trench is put back in the form of concrete. Therefore, it is cheaper to fill the trench with concrete than to build forms.

However, a sheet of metal is dropped into the trench where it is too wide and is blocked against the side, answering the

purpose of a form and keeping the width of the desired width.

Above the toe wall the bank is sloped off on a $1\frac{1}{2}$ -to-1 angle with shovels.

2-inch by 6-inch pie secured to stakes driven in the ground is laid along the top of the slope, defining the upper limit of the wall. Wire mesh is laid on the slope and tied to mesh embedded in the toe wall. Parting strips, about 2 feet apart, are then run down the slope from the 2-by-6 timber at the top to define the slope and skid against. No other forms are used.

The concrete is applied with shovels and skidded off against the parting strips. The greatest care should be taken to see

that the mesh is pulled up and kept uniformly in the middle of the concrete. At the head banks of bridges and where water strikes it hard the blanket is made 6 inches thick. Where it is to encounter a rather gentle side wash the thickness is reduced to 4 inches or less.

Figures are not now available showing the cost of all of this work, but on a stretch of 8.67 miles cost, per square foot for labor, 7.7 cents, and for material 3.8 cents, a total of 11.5 cents. Another stretch of 1.75 miles cost for labor 6



CONCRETE SLAB OPENING WITH A CONCRETE HANDRAIL

cents and for material 3.1 cents, a total of 9.3 cents per square foot. These have toe walls, and no gravel or crushed rock

was hauled in. The weather was unfavorable, being very hot. Another stretch of about 0.75 mile, which was out in the country and not built against the roadbed, cost for labor 9 cents and for material 3.4 cents, a total of 12.4 cents per square foot, the weather and the distance from the track being unfavorable and gravel being obtained on the spot. A wall 400 feet long, sloped to the bottom, built about 1,500 feet from the track, cost for labor 15.6 cents and for material 4.5 cents, or a total of 20.1 cents per square foot.

It is expected that many more miles on this division will be protected in like manner in the future.

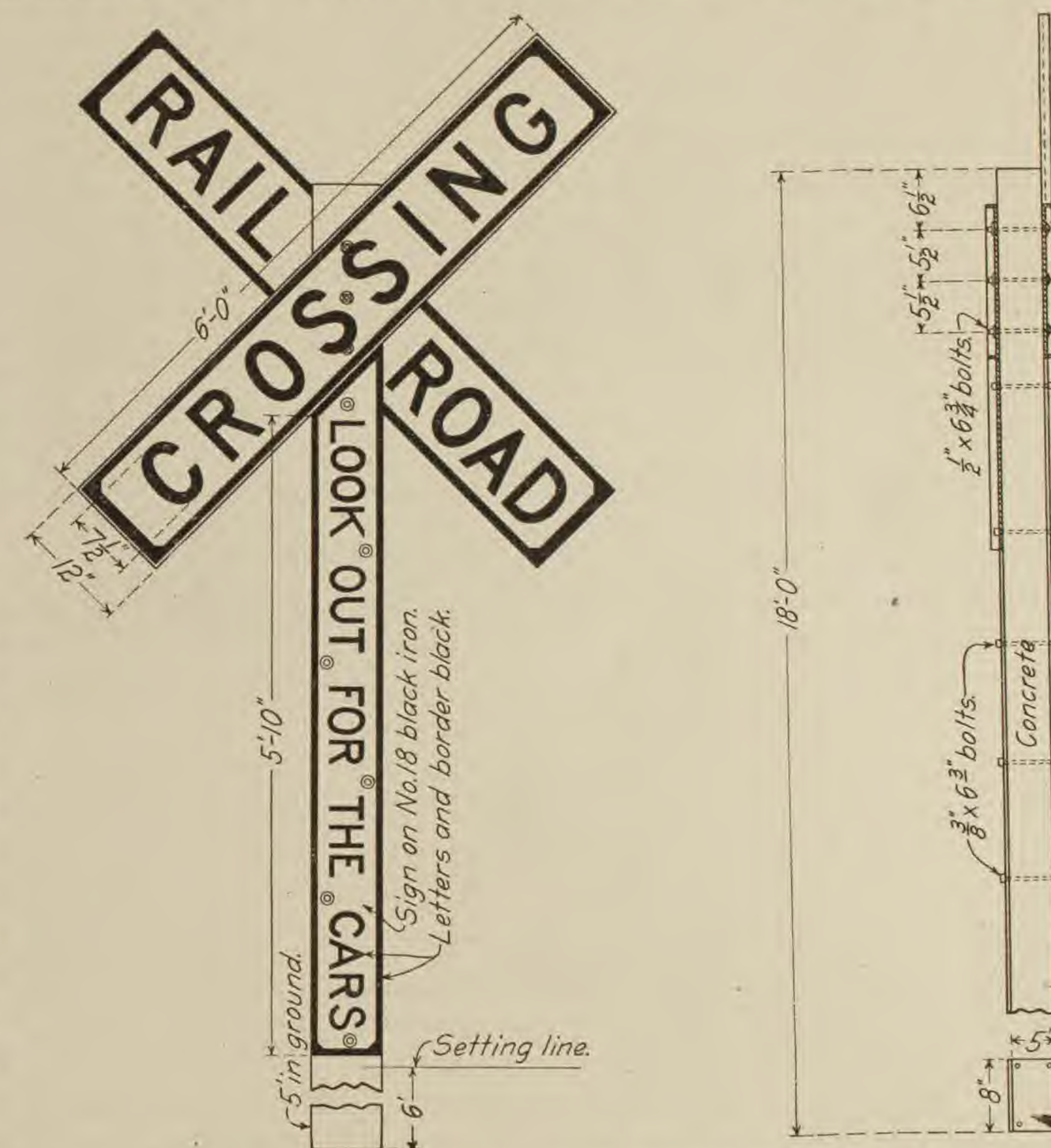
BRIDGES

In 1913 a 112-foot reinforced concrete slab deck bridge was built under the main line and a siding at Klondike, Cal., from plans furnished by the bridge engineer. The bridge has seven 16-foot spans. The plans, which were new designs, were general plans and did not contemplate a sidewalk and handrail. In this particular instance it developed that a sidewalk and handrail were necessary and these were added by making slight changes in these plans. The ends of the piers were bracketed near the top and this bracket was increased sufficiently to support the ends of the sidewalk slabs. The guardrail was abolished, the sidewalk serving that purpose and the inner edge of the sidewalk slab was supported for its entire length on the outer edge of the deck slabs. In the case of this particular bridge an angle iron was used for a handrail, the uprights being embedded in the ends of the piers and intermediate uprights being bolted by eyebolts to the reinforcing of the sidewalk slabs. The iron was afterward painted the color of concrete and sanded. Crushed rock was used in the deck and sidewalk slabs and in the upper three feet of the piers. The

balance of the piers was made from gravel taken out of the excavation.

The slabs were cast at the site of the work and were put in place with a wrecker, U bolts being provided for this purpose in the reinforcing. The photographs show construction of the bridge and the way the slabs were handled. The bridge cost \$30.87 per running foot.

Another type of bridge that has been used in late construction more than any other on this division has a standard creosoted ballast deck on concrete piers.



CONCRETE CROSSING POST WITH STEEL ARMS

This type of bridge is peculiarly suitable for this territory and is the result of the special conditions prevailing. The violent rains and the soluble nature of the soil render frame bents impracticable. Hard material, including gypsum, hardpan, cemented gravel or heavy boulders, makes it impossible to secure sufficient penetration of piles without digging holes or trenches to set them in, with the result that it is nearly, and in some cases wholly, as cheap to build concrete piers of the material at hand as it is to set piles. Material for the deck and the piers is always in stock, available on short notice; no special plans or supervision are neces-

sary and there is no waiting for steel to be delivered. The creosoted timbers on the concrete last so many years that such a structure is practically a permanent waterway. The piers are made strong enough so that, when the deck eventually does wear out, steel, or even slab desks, may be substituted, if desired.



STANDARD CONCRETE BUNKHOUSE

SIGNS

Experiments also are being made with concrete and metal signs. These signs are purely experimental as yet, but the results so far indicate that wooden signs cannot compete with concrete and metal, if the latter can be made in quantities by machinery. So far they have been made by hand.

One of the most practical results obtained with this type of sign, and one which might escape notice, is that anyone, say the section foreman, can detach the metal-bearing legend in a moment, attach a fresh one and ship the old one to the shop to be repainted. The large saving in this feature alone, over the prevailing method of sending a painter over the road on a speeder, needs only to be mentioned to be appreciated. This and the tendency hunters have for shooting holes in signs are the considerations that led to abandoning the idea of making them wholly of concrete. In climates where metal corrodes too readily wood may be substituted for the metal parts which bear the legend.

Following is a table showing the cost of these signs made by hand as compared with the store department price of wooden signs:

Kind of sign—	—Store department prices*				
	Number made	Cost at Needles	Topeka	Cleburne	San Bernardino
Highway crossing	12	\$3.72	\$4.81	\$4.75	
Station sign	18	1.90	1.62	1.72	\$1.10
Yard limit sign, tentative Y shape.....	4	2.73	2.32		
Whistling sign	18	1.90	1.63	1.60	
Section limit board.....	{ 14 posts } { 28 signs }	.7580	
Station name board.....	3	4.45	
Rail rests	12	.50	

*Signs made in Topeka, Cleburne and San Bernardino carry overhead shop charges, while those at Needles do not.

BRAKEHOSE CELLARS

The campaign for safety first led to the design of concrete cellars for brake hose and air valves in the trainyards, as many of them have been installed in the terminals at Needles and Barstow from plans shown herewith. The cover of the cellar is of metal, flush with the surface of the ground, and eliminates what heretofore has been a considerable hazard. These boxes were made at Needles at cost of \$1.98 each and were then shipped to points where needed.

REINFORCED CONCRETE BUNKHOUSE

Perhaps the most striking and satisfactory result so far of the use of concrete is the house for section laborers. The section laborers on this division are Mexicans and their bunkhouses heretofore have been built of ties with oiled dirt roofs. For this class of labor it became highly desirable, if not necessary, to provide some form of habitation which could not be burned down and which would provide more sanitary living quarters.

The conditions mentioned at the beginning pointed to concrete construction as being the solution, and, with generous backing on the part of the management, experiments have been carried on until such satisfactory results have been achieved, both as to meeting the need



THE CONCRETE CROSSING POST WITH METAL CROSSARMS

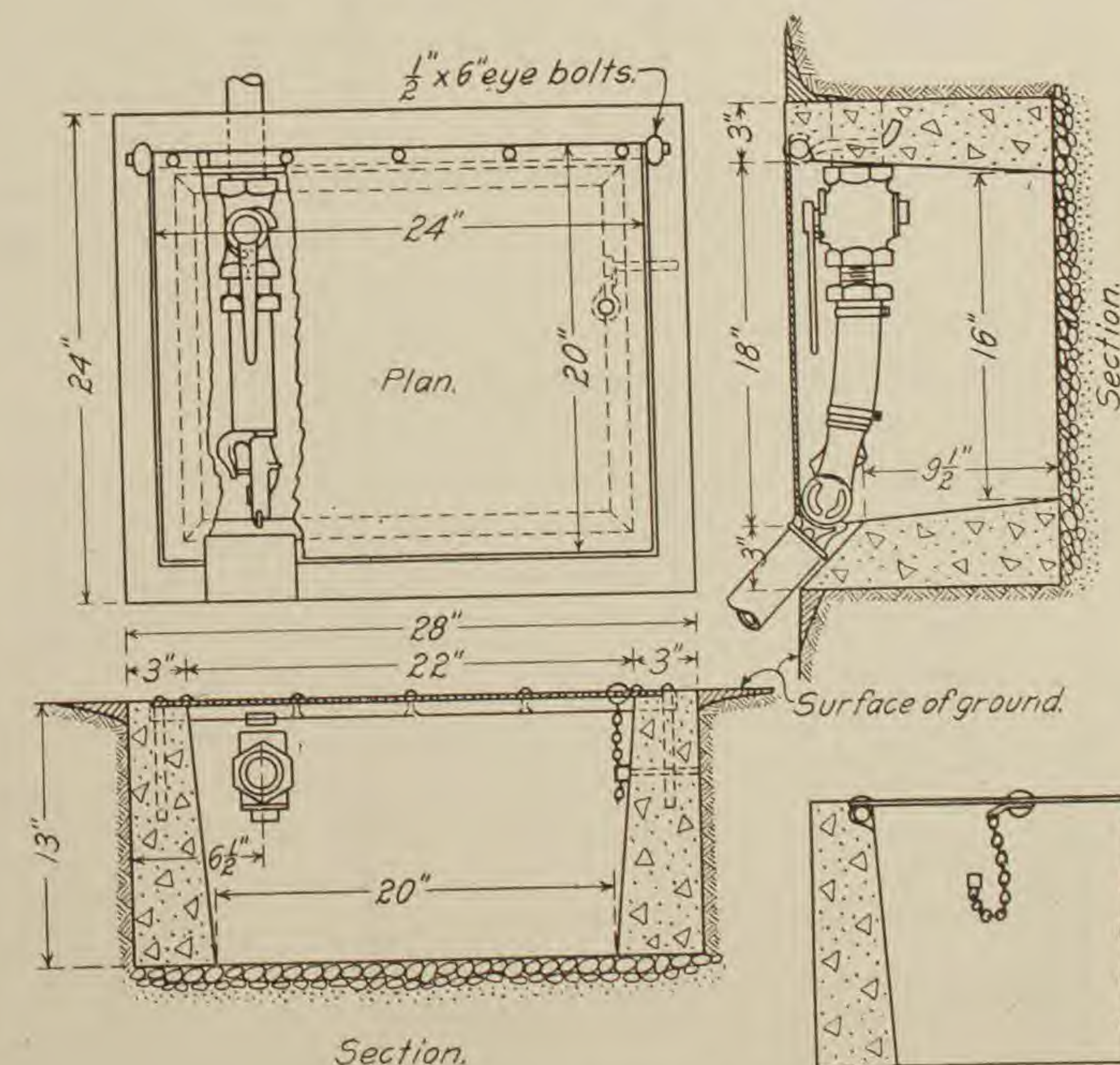
and as to cost, that this type of house has been adopted as standard on the Coast Lines.

The first two houses were built by the unit system, the side, end and roof slabs being poured one on top of the other with building paper between. This required very little form work and made construction cheap, but had some undesirable features. It was difficult to ship the thin slabs, and to load, unload and set them up without breaking them. For the first house, at Needles, the slabs were poured at the site of the house. The second was poured at Needles, shipped 130 miles and set up. These cost \$645.06 and \$654.38, respectively. The next two were built on the unit system excepting that it had

been decided that concrete was not the proper material for the roof, and corrugated asbestos was substituted. These houses cost \$612.39 each. The present method is to cast the pilasters in units and, after setting them up similar to the way that studding is set up for a frame house, the walls are poured. The roof is made of galvanized corrugated iron and is ceiled with Schumacher's wall board, a practically fireproof composition.

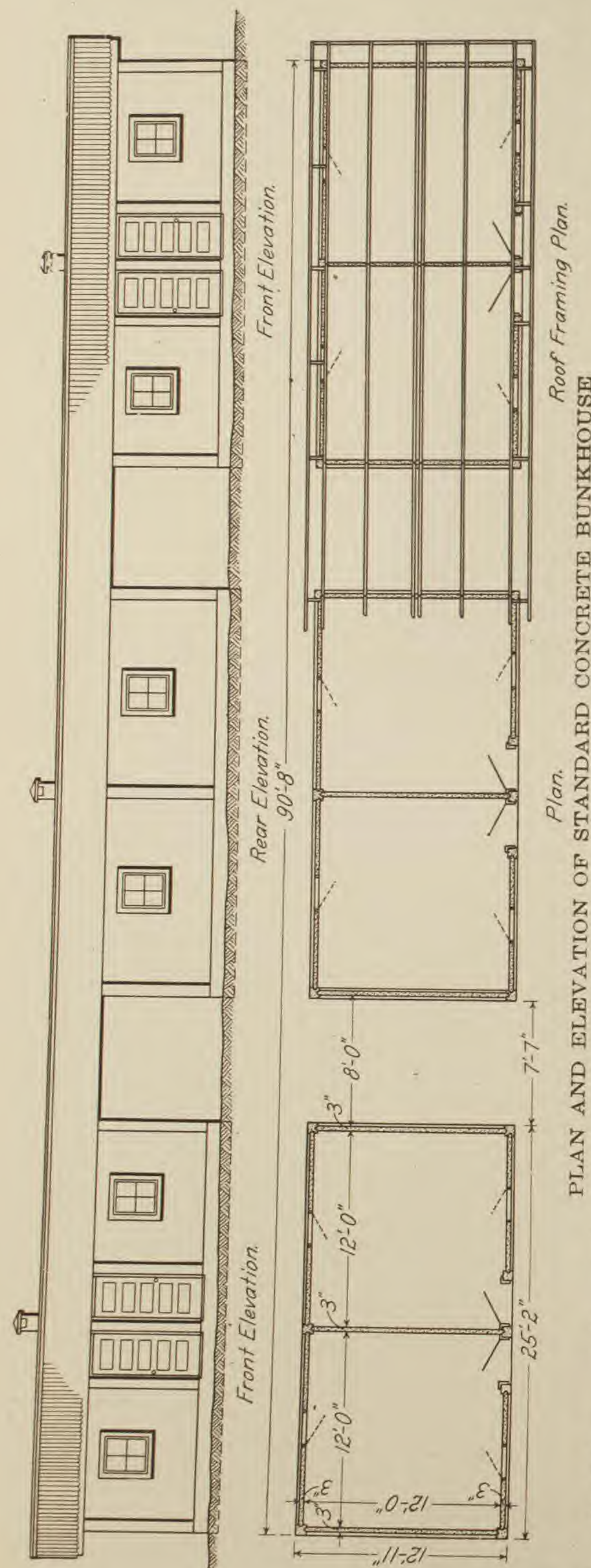
Thirteen houses have been constructed on the division and more are under construction. Four typical houses, the construction of which is thought to be the ultimate design, cost an average of \$664.54, all the costs quoted being without freight or rental charges.

Two pumphouses have been constructed along the same lines as the bunkhouses, but the cost figures are not available.



CONCRETE BRAKEHOSE CELLAR

able. These various uses of concrete have been developed under the general direction of W. H. Oliver, assistant engineer, and J. W. Wood, general foreman of bridges, at Needles, Cal.



FIVE OPINIONS

1. The Wolcott-Loud Congressional Commission in 1901 said: "We are of the opinion that the prices now paid to the railroad companies for the transportation of the mails are not excessive, and recommend that no reduction thereof be made."

2. Dr. M. O. Lorenz, associate statistician of the Interstate Commerce Commission, calculated in 1913 that the railroads were underpaid certainly more than \$5,000,000 per year for carrying the mails.

3. Louis D. Brandeis, counsel to the Interstate Commerce Commission in the advance freight rate case, said in May, 1914: "It seems clear that the railway mail service is at present unremunerative to the carriers."

4. The Bourne Joint Bi-Partisan Commission of Congress, in August, 1914, held the railroads entitled to an increase of at least \$3,000,000 per year for mail transportation, with relief from burdensome incidental services they are now required to perform without pay.

5. But Postmaster-General Burleson, in his public statement of March 22, 1915, asks the American people to accept his assertion that not only are the railroads paid too much for carrying the mails but that they actually "loot the postal revenues."

The railroads are content to let the people judge between the carefully weighed conclusions of two commissions of congress and two officers of the Interstate Commerce Commission, on the one side, and the dictum of Mr. Burleson, made under the sting of legislative defeat, on the other.

ONE MOMENT, PLEASE

A backwoods woman of Tennessee sat at her cabin door eating pigs' feet, when a neighbor called with some bad news.

Her husband, it seems, got into a fight over at the Three Corners saloon and was shot to death.

The woman, with a pig's foot held in midair on the way to her mouth, listened to the harrowing details in stony silence. Then, tackling her pig's foot vigorously again, she said:

"Wait till I finish this here pig's trotter an' you'll hear some hollerin' as is hollerin'."



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THE SERRA CROSS ON MOUNT RUBIDOUX

Mt. Rubidoux Easter Service

SIX years ago a great cross was erected on Mount Rubidoux, adjacent to Riverside, Cal., and dedicated to the memory of Father Junipero Serra, famous in California history.

Jacob Riis conceived the idea of holding here a sunrise Easter service, in this beautiful setting of brown mountain and turquoise sky, and two years ago six thousand persons attended. This year some ten thousand people assembled before the shrine.

The event has become an interesting contribution to religious institutions. The service is devout, religious, but creedless. It is not of Catholic domination, nor yet of Protestant; it is universal; and it attracts because of its simplicity. There are no forms, there is no litany; only the Lord's Prayer, Scripture recitative, old

hymns that everybody can sing, and reading from Dr. Henry Van Dyke's "God of the Open Air."

Rubidoux is a little mountain that rises from the level valley just outside Riverside. A splendid road runs to the top, and near the summit is a broad, level place where automobiles may be parked, with a descent over another shoulder of the mountain. Standing near the summit, the voice of the leader carries easily to the throng below. At this summit stands the great cross recalling the Christianizing work of the early Spanish mission fathers.

A correspondent of *The Outlook* thus describes the pilgrimage:

I ended the first half of my journey at the long low arches of the Mission Inn in Riverside, with the evening chimes ringing from old bells in the arches, and went to rest in a

room that suggested the yesterdays with its high-post bedstead, old-fashioned rafters, and candle.

I was wakened to brilliant California moonlight and starshine by a single bird. Then came the clear notes of a cornet through the arches and corridors, "Joy to the World." I could hear the sound of throngs of passing feet in the street below. Descending, I found the lobby filled with a crowd cloaked and hooded; automobiles were continually arriving and departing. Presently I rode out under the arches, and soon we were climbing up the mountain road. Great crowds of people were on foot; they pressed along the trails, over the shoulder of the mountain, on the drive, and by little paths. Looking upward, I could see a throng of people already at the summit; looking down, the line of automobiles made an almost unbroken chain, an incredible number, growing ever longer as we rose.

When we dismounted the east was glowing, and San Antonio lifted his majestic crowned head above the mists. An instant's pause, then, as if for a signal, the golden rim of the rising sun came up above the eastern slope. Color grew and flickered, streaming in long shafts zenithward, and from the very summit the cornet responded, "Jerusalem, lift up your voice and sing."

The service remains unchanged from year to year—simple, devout, fundamental; but the dominant thought on Easter last was that of permanent international peace.

LIKE A LETTER FROM HOME

Hundreds of copies of THE SANTA FE MAGAZINE are sent monthly to former employes of the Santa Fe, to employes of other lines and to relatives and friends, by Santa Fe employes after they have finished reading their copies. That this is so is demonstrated by the constant receipt, at the office of publication, of letters from people many miles from the lines of the Santa Fe and in fact in almost every country in the world, from people not on the magazine's mailing lists.

That the recipients of these magazines are appreciative would be the logical conclusion after reading the following letter from H. G. Spohr, district plant chief for the American Telephone and Telegraph Company, with office in New York:

New York, N. Y., May 8, 1915

Mr. A. W. Ross, Roadmaster,
Manchester, Kan.

Dear Mr. Ross:—

A Santa Fe employe in the telegraph department at Fresno, Cal., an old friend of mine, occasionally sends me a copy of THE SANTA FE MAGAZINE, and I always enjoy read-

ing it, for the reason that in the eighties I was an employe of that system myself out in Kansas.

I was very much interested in reading your article in the March issue describing conditions in the eighties, on the old M. A. & B. branch. The things you wrote about brought back vividly to my mind the old days and the scenes of that period when I was a Manhattan lad, and some of the names of the trainmen mentioned in your article were like household names to me. I was a youngster living on my father's farm three miles west of Manhattan at the time the old M. A. & B. was constructed. The completion of this line was a great event in our community, as it was for every community throughout its entire length.

The ambition to do railroad work possessed me while I was a boy at school, and as the desire grew I found an opportunity to learn telegraphy at the Agricultural College in Manhattan. Having become proficient, the next step was to get a little practical experience. An opportunity was provided to do this through the help of our townsman and banker, E. B. Pencil, who at that time was one of the directors of the Santa Fe System (you may remember that his name appeared on the engine that made the round trip daily between Manhattan and Burlingame).

I left the service of the Santa Fe at Newton in 1889, and from there went to Sedalia, Mo., with the M. K. & T. Ry. After one year with that company and three years with the Western Union Telegraph Company at Chicago, I entered the telephone field and have been with the A. T. & T. Company twenty-one years.

I haven't been in your state during the past twelve years but I always like to think of Kansas as "home" and of the Santa Fe as my first employer.

The magazine keeps me in touch with the road, and in almost every number that comes to me I see the names of some of my old associates. I hope some day to get out there and visit some of the places where I got some of the early training and discipline that has proved so valuable to me during the subsequent years.

I understand that the greater portion of the old M. A. & B. branch has been abandoned and the track torn up. Too bad it could never be made to pay.

I hope you will pardon my writing you such length or even writing you at all. As I said in the beginning, your article in the magazine interested me greatly; it was almost like reading a letter from home.

If you ever come east and come to this city I hope you will look me up and we will have a good long talk about the old M. A. & B.

Yours very truly,

H. G. SPOHR

If a man think it a small matter or of mean concernment to bridle his tongue he is much mistaken; for it is a point to be silent when occasion requires, and better than to speak though ever so well.—*Plutarch.*



Builders of the Santa Fe

by Glenn D. Bradley



HOWARD V. HINCKLEY—Still An Engineer

AFTER having had a season's experience on the relocation of the Hoosac Tunnel in 1875, H. V. Hinckley was graduated from the Worcester Polytechnic School with the class of '76.

By the autumn of the following year he had drifted out west, where, on November 7, 1877, he entered the service of the Santa Fe as a draftsman in Topeka. The only other draftsman in the company employ at that time was a Charles Spalding.

Mr. Hinckley relates how that fall President Thomas Nickerson of Boston came into his office and asked to be shown the *profeel* of the Poncha Pass line. Hinckley had seen no profile, but as he then happened to be tracing a map of that line he showed his work to the president, who roared, "That's what I want. That's what I call a '*profeel*'."

From April 1 to July 4, 1878, Mr. Hinckley was at Trinidad, and from the summer of 1878 for a year following he was stationed at Pueblo. During Holy week of that year he witnessed the bloody rites of the Mexican penitentes at Chilili, east of Trinidad. Thirteen Mexicans thrashed themselves on their bare backs with cactus thwads. One fanatic when half dead from this torture was crucified by his companions and on the following day his cross with its ghastly burden could be seen on the top of a hill.

A year later at Pueblo, during the Grand Cañon war, Hinckley and another fellow were packed in with a wagonload of guns consigned to the Santa Fe forces at Pleasant Valley at the upper end of the cañon. They were piled up and covered to resemble potatoes and were sent along to protect the guns from confiscation by the D. & R. G. crowd. Fortu-

nately for their peace and safety they were not molested.

On July 4, 1879, Mr. Hinckley was sent to Topeka as chief constructing draftsman of the Kansas branches. In 1881 he was placed in charge of all operating and construction records and designs, which position, with some enlargement of duties, including hydraulics, interlocking and terminal problems, he held until August 31, 1893. During these years he served under R. L. Engle, office engineer at Trinidad; S. W. Lee, office engineer at Pueblo; T. J. Seely, superintendent of construction at Topeka; D. H. Rhodes, chief engineer; A. A. Robinson, chief engineer and later general manager and vice-president; and James Dun, chief engineer.

A DOG PARTY

In reminiscing for the writer Mr. Hinckley recalled numerous interesting anecdotes. "At Trinidad," he said, "a dozen of us had a 'dog party' one evening." It seems that in the late seventies the town was so overrun with dogs it frequently became necessary to thin them out. So on this particular occasion they armed with clubs and rocks, got out on a vacant lot, where they were quickly surrounded by a pack of howling curs, and began stoning and clubbing. The "party" was so successful that for several nights people in Trinidad could sleep with some comfort.

HARD ON THE MOTIVE POWER

During the early eighties, when Hinckley's office was in the south end of the second story of the old Topeka depot, he saw three engines disabled in record-making time. A passenger train from the east had arrived and it stood in front of the new depot while some of the passengers were at dinner. The switcher

had the Pullman on the icing track. The "engine in" had cut off and gone ahead past the switch to within fifty feet of the "engine out," and was about to get out of the way by taking the "cut around" to the roundhouse. Meanwhile a light engine had been sent west with orders to look out for a work train. But the orders had come too late. Before clearing the yards the light engine ran into the work train, the engineer having reversed and jumped. The reversed engine, not having been seriously harmed by its contact with the work train, then came back and bumped the "engine out," which, in turn, bumped the "engine in," which in its turn took the "cut around" but stopped a dozen feet from the sleeper. It is seldom that three locomotives are put out of business without somebody being hurt, and in the history of Santa Fe motive power this episode probably ranks as one of the prize "bone head" performances.

SOME FANCY SIGNALLING

One Sunday afternoon while Hinckley was located in Topeka he stood on the Sixth street viaduct watching No. 6 come in. She was late and was traveling fast. George Elliott had thrown the switch under the viaduct to put Six on the siding as a westbound train at the station had the main track. No. 6 had to round the curve west of the viaduct before reaching the switch. Should the engineer suddenly discover the switch set against him when right upon it he might get confused and have trouble, as there was no time to think. All this Elliott divined in a flash, so he stepped quickly to one side, where the engineer could see him before he saw the switch. There Elliott stood motionless with arms outstretched until he heard the air applied, and no accident occurred.

Many employes still remember Mike Murray, conductor on the Kansas City-Topeka Plug. Mike suffered from inflammatory rheumatism in his hands and he hated cold weather. One evening when it was cold and a nasty sleet was falling No. 6 was thirty-five minutes late when the Plug took the De Soto house track. At that time the Kansas City depot card only gave Six's passengers twenty minutes to make the Chicago & Alton connection. Mike knew very well that the engineer on Six com-

ing around the bluff could not see the west switch in time to stop should it be set against him and that he would be anxious for a signal. So he sent a brakeman to each switch while he went west and north to a point on the river bank where he could see Six's headlight when she reached the whistling post. Six started to give the station whistle but Mike was ready with the high ball and the station whistle was instantly changed into a "thank you" for Mike. The brakemen, who also were signalling "Clear ahead" were similarly acknowledged and Six crashed by at the rate of sixty-seven miles an hour. Concluding this anecdote Mr. Hinckley remarks: "I never have witnessed an effort of trainmen to help another train over the road so perfectly carried out; and it is very seldom that an engineer appreciates the assistance enough to say 'Thank you' to three signals in quick succession. I never see a trainman's signal given with even a fair degree of precision that I do not recall George and Mike." All of which goes to prove that there was teamwork on the Santa Fe even in the eighties.

RANDOM RECOLLECTIONS

Hinckley recalls the time when plans were adopted for making a fifty-pound rail the Santa Fe standard in place of forty-five, since engines were getting too heavy for forty-five. He also remembers the great optimism which prevailed in Topeka when the Santa Fe put on a double passenger service—a daily night and day train each way. Colonel Holliday was then the hero of the hour, for he had foreseen the large traffic that soon justified the increased service.

On reporting the results of the investigation into the negative value of the engineering characteristics of the road, Mr. Hinckley was advised that the figures for the rise and fall probably were too high, for if they were not the Raton summit probably would have to be cut down.

LEAVING THE SERVICE

Hinckley left the service during the panicky times of 1893. He had intended to stake his future with the Santa Fe—but perhaps we had better let him tell his story:

When my pay was \$2,100 I was offered a \$3,600 position with the U. P. on construction. I was advised to do as I pleased but that

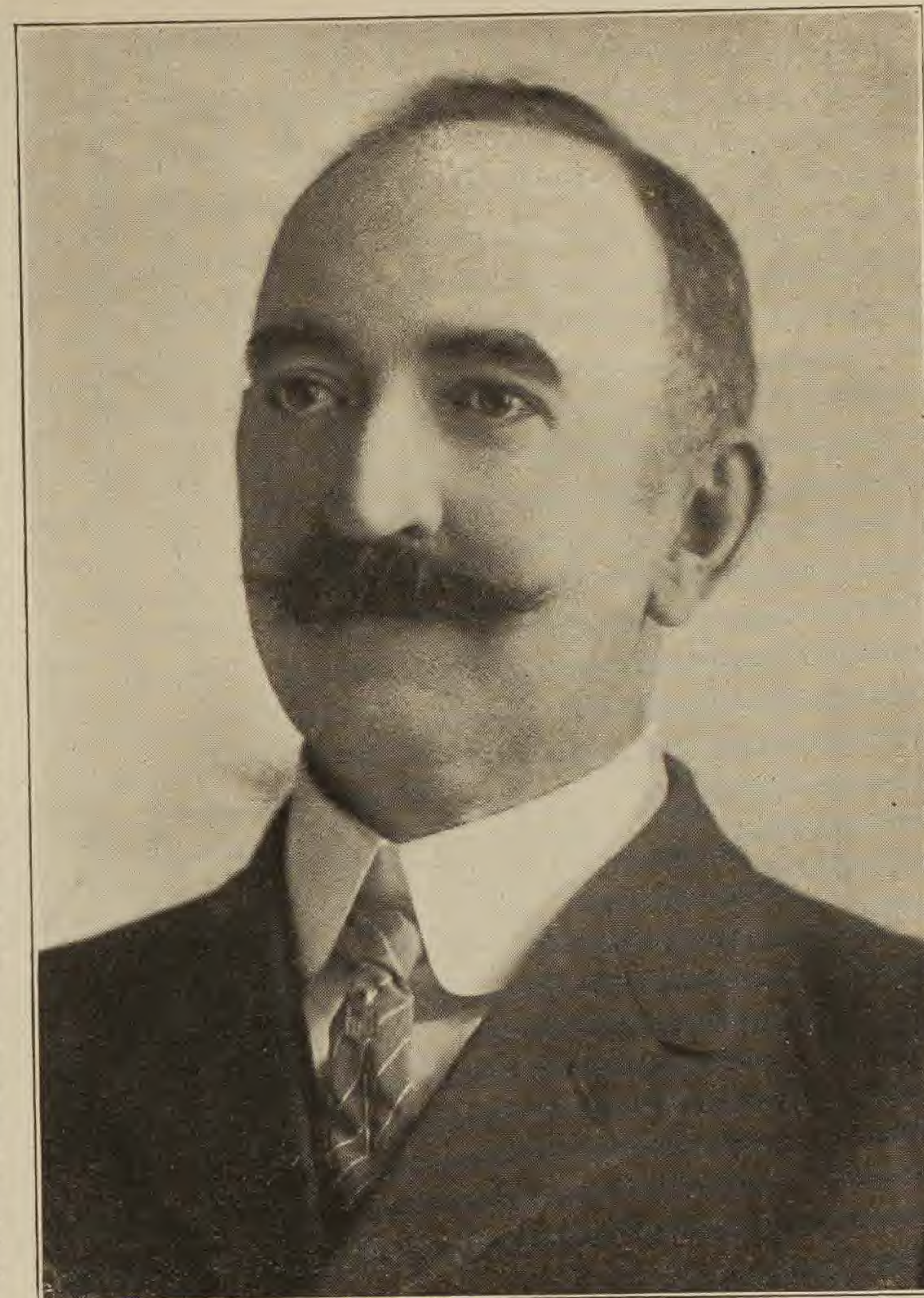
the U. P. job might not be permanent, while my Santa Fe job probably was good for life.

In 1893 John A. Daily had prepared a right-of-way map from the Kansas line to Pueblo under my detailed instructions. It represented the results of an extended study of land office records and the most complicated situation as to widths and titles that we had ever attempted to straighten out. The map was in two sections and was about ninety feet long. After the blueprints had lain on Mr. Dun's desk for a considerable time he called me to his office and asked me if I was sure they were correct. I told him that I had gone over the various complications fully with Mr. Daily, that I had checked the work in places at random and that I believed the map was reliable. It was then 11:30 a. m. He said he wished I would check the map over carefully and return it to him by 12 o'clock. I told him I could not check the map in less than a week or ten days. He said, "Oh, that's ——— foolishness. I can check it in ten minutes." I thought lots but said nothing and left his office. A few days later I was advised that my resignation would be accepted. But Mr. Dun was a great engineer.

It was Dun's way.

Among those who worked under Hinckley in the old days were C. L. Annan, draftsman, 1880, later office engineer of the C. O. & G. at Little Rock, and assistant engineer of public works in St. Paul, where he still lives; E. J. Beard, 1882, with Hinckley joint patentee of the Robinson switchstand and later assistant chief engineer of the C. O. & G. and chief engineer for the Philippine Railroad Commission, now a consulting engineer in Kansas City; C. L. Loweth, draftsman, 1880, later a consulting bridge engineer and now chief engineer of the Milwaukee System.

Mr. Hinckley still is in the profession and is now a consulting engineer in Oklahoma City, being concerned principally in municipal work. While in the building



HOWARD V. HINCKLEY

Who, as an office engineer, helped in the great work of upbuilding the Santa Fe

of the Santa Fe he was an "inside" man, and while he did not play a conspicuous nor a heroic part, his services were faithfully and ably rendered, and he helped execute the larger plans of others. Hence he is deemed worthy of an honored place with the builders of the Santa Fe.

If we work upon marble, it will perish; if we work upon brass, time will efface it; if we rear temples, they will crumble into dust; but if we work upon our immortal minds—if we imbue them with principles, with the just fear of God and love of our fellow men, we engrave on those tablets something which will brighten for all eternity.—*Scottish Rite Bulletin*.

THE PENSION ROLL

Since we last published the list of pensioners, the following have been added:

John C. Flurry, passenger trainmaster at Kansas City, was born in Hampshire County, West Virginia, in 1849. He has retired after forty years of continuous service. He began service as a brakeman in Topeka on March 1, 1875. At



"DOC" FLURRY

the end of about three years he was sent to Kansas City to handle passenger back-up into the old depot, where he served the company faithfully and loyally for thirty-seven years. Mr. Flurry was known to nearly everyone as "Doc." His monthly allowance will be \$68.

Alfred B. Cummings, a switchman at Winfield, Kan., was born on January 29, 1858, in Danville, Ind. He began service at Winfield as a switchman in July of 1898. Ill health makes his retirement necessary after about seventeen years of service.

Amos C. Gibson of Prescott, Ariz., was born on September 19, 1837, in Eldridge, Salem County, New Jersey. In 1899 he went to work as a coppersmith at Prescott, where he remained at that calling until his retirement. Old age makes his retirement necessary after sixteen years of continuous service.

Epifanio Duran, laborer at Chapelle, N. M., was born in Bernal, N. M., on

January 3, 1850. He entered the Santa Fe ranks in 1879 as a laborer on construction work between Azul and Chelle, and has been in the service of the company at Chapelle for thirty-five years.

Jose D. Sanchez, laborer at Lamoreaux, N. M., was born on March 19, 1854, in Dolores, N. M. He became a Santa Fe employe in 1882. Advanced age and poor eyesight compels his retirement after thirty-three years of continuous service.

George Rison, boilermaker helper at Topeka, Kan., was born in Malta, O., on November 9, 1849. He began work in his present position in 1893. Ill health compels his retirement after nineteen years of continuous service.

Charles C. Miller, assistant yardmaster at Pueblo, Colo., was born on March 12, 1850, in Oneida, N. Y. He began service in Nickerson, Kan., in 1883, as switchman. His period of continuous service is sixteen years. Ill health compels his retirement.

David A. Kennedy, car painter at La Junta, Colo., was born in Agency City, Ia., on December 28, 1853. He began work as a freight trucker at La Junta in 1900. He later worked as car repairer and painter. Ill health makes his retirement necessary after fifteen years of continuous service.

Miss Mabel H. Hayes, stenographer in the freight auditor's office at Topeka, Kan., was born in that city on October 20, 1878. She entered our ranks in 1898. Ill health makes her retirement necessary after twenty years of continuous service.

James S. Hankins, laborer at Agency Ford, Mo., was born on September 20, 1855, in Clinton County, Missouri. He began to work for the Santa Fe in 1873. His period of continuous service is forty years. He is retiring on account of ill health.

Linn W. Barrett, engineer at Cherryvale, Kan., was born on November 20, 1856, in Whiteside County, Illinois. He began his thirty-eight years of continuous service in 1877 in Ottawa, Kan., as a coach cleaner. In 1878 he was made fireman and in 1882 engineer. Ill health makes his retirement necessary. His monthly allowance will be \$36.50.

Walter S. Wynn, air brake repairer at Topeka, Kan., was born in Market Drayton, Shropshire, England, on February

1850. He entered the service in Topeka in 1895 as car carpenter, and served the company for about nineteen years continuously.

Marion Ray, section foreman at Eureka, Kan., was born on January 7, 1852, in Lacon, Ill. He began work in 1882 in Climax, Kan., as a laborer, but resigned in 1885. He again entered our service in 1887 as foreman. Advanced age compels his retirement after twenty-seven years of continuous service.

Thomas B. McNair, pumper at Benedict, Kan., was born in Willow Hill, Ill., on March 22, 1850. In 1880 he was employed as a laborer at Thayer, Kan., but resigned in 1888. He again entered our

service in 1890. He is retiring after twenty-five years of continuous service.

Edward Marr, water treating plant operator at San Bernardino, was born on November 11, 1849, in St. John's, Newfoundland. He entered our ranks in 1890 as helper in the bridge and building department at San Bernardino. He is retiring after nineteen years of continuous service.

David H. Gillispie, car repairer at Pueblo, Colo., was born on August 31, 1846, in Columbia, Mo. In 1891 he began his twenty-year period of continuous service as car repairer in Pueblo.

With the exceptions noted, each pensioner will receive \$20 a month.

THE PENSION ROLL



GENERAL STOREKEEPER RAY (SECOND FROM LEFT) AND FORCE, TOPEKA, KAN.

A HAPPY FRED HARVEY FAMILY
D. I. Adams, manager of the Harvey House at Chanute, Kan., and his staff

FAMOUS CLOCKMAKER DIES

Santa Fe employes are all more or less interested in watches and clocks and their makers. A few weeks ago, it is reported in *The American Magazine*, Nels Johnson died. Many of his clock-making secrets died with him.

Mr. Johnson erected over fifty tower clocks in the United States. Detroit has two of them; Milwaukee, three; Rochester, N. Y., one. The great clock of the Michigan Building at the Chicago

World's Fair was his. In 1912 he stalled one in the Times Building, Los Angeles, Cal.

Nels Johnson was born in Nordrup, Denmark, in 1838, of destitute peasant stock. As a boy he worked fourteen hours a day for six years learning the blacksmithing trade. When he arrived in America in 1862 he was in debt for his transportation, was uneducated beyond the barest fundamentals and unable to speak a word of English.

TICKET-SELLING TEAMWORK

TICKET-SELLING TEAMWORK

The following is from *Ticket Selling Talks*, issued by the passenger department for distribution among our ticket agents:

Harry James, passenger conductor, and E. C. Ott, depot passenger agent at Kansas City, did quick and successful teamwork recently in selling a passenger on No. 6 a ticket to Chicago via our line. Conductor James telegraphed ahead and the work was completed by Mr. Ott. Had the case not been handled in this way it is possible the passenger might have used one of the other lines between Kansas City and Chicago.

M. J. Maloney, passenger conductor, on April 17 turned over to J. H. Wallenstrom, depot passenger agent at Kansas City, two passengers to whom the agent was enabled to sell tickets through to Elwood, Ind., via our line to Chicago. The passengers reached Kansas City on a local train and were undecided how they would travel beyond that point.

A teamwork card from E. W. Roberts, agent at Garden City, Kan., advising that certain persons were contemplating a trip to California, led to the sale of one and one-half tickets via our line. The passengers, who live in Omaha, Neb., will travel over the Santa Fe from Kansas City to Los Angeles, from there Southern Pacific to San Francisco, thence Santa Fe to Los Angeles, San Diego side ride, and thence our line to Kansas City.

A. L. McNair, chief boilermaker of the Santa Fe at Arkansas City, Kan., was commended by Superintendent W. K. Etter for his efforts in securing special train business for our line from Arkansas City to Oxford and return in connection with an I. O. O. F. celebration on April 26.

A recent letter from W. R. Willis, agent at Kiowa, Kan., indicates that the Santa Fe has been pulling good business in that town. Hustling always counts.

L. F. Day, one of our engineers running out of Argentine, Kan., furnished the names of five persons who are going to California. His business has been solicited and there is every reason to believe it will be secured.

The special efforts of George H. Fiery, yardmaster at Leavenworth, Kan., recently secured for the road good passenger business to Wichita. Mr. Fiery's personal influence probably had much to do with his success.

The "tips" of many other employees are being followed up, resulting in a steady flow of business toward the Santa Fe. The foregoing are merely illustrative examples.

SAFETY FIRST

Farmer (to agent at Hutchinson):

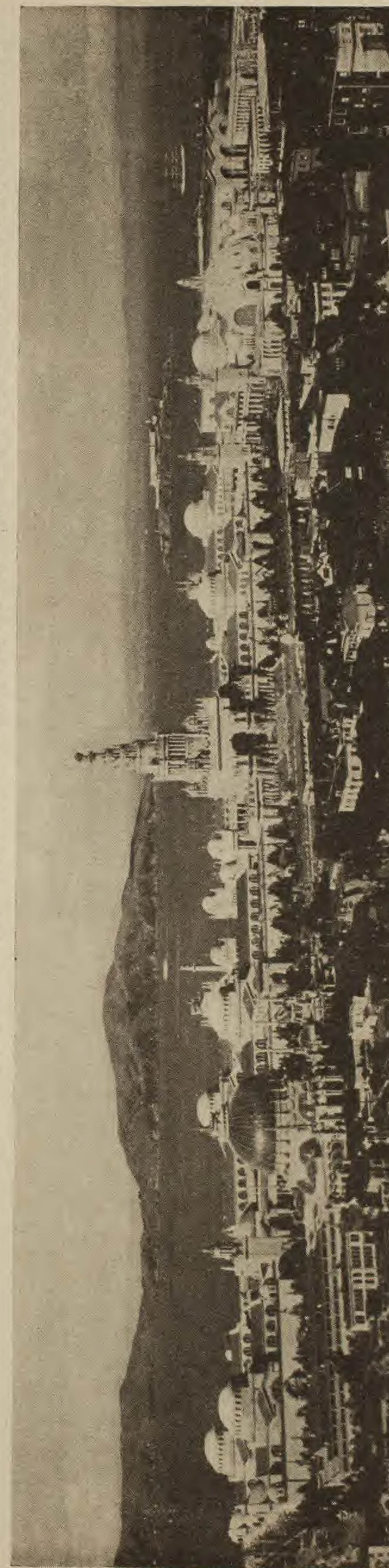
When's the next train north?"

Station agent: "In an hour."

Farmer: "When is the next train going south?"

Station agent: "Fifty minutes."

Farmer: "All right, Mirandy, we can get across the tracks."



BIRD'S-EYE VIEW OF THE SAN FRANCISCO EXPOSITION AND ITS WONDERFULLY BEAUTIFUL SITE

In the center rises the Tower of Jewels, its myriad gems scintillating a thousand hues under the impulse of the breeze from the Pacific. In the background, across the bay, rise the hills of the mainland. To the right of the Tower of Jewels is seen Alcatraz Island, which forms a great federal penitentiary. The exposition site is ideal, but the crowning glory is the paradisaical lighting effect at night, beautiful beyond compare and far surpassing anything of this nature heretofore attempted.

IT HAPPENS IN JUNE



WBM

OUR MOVIES
BILL BUYS
A
FLIVVER

MERRILY WE
ROLL ALONG-
ROLL ALONG-

UIM

—

(OOF)

88

PASS OUT
QUIETLY
WHAT DO
YOU EXPECT
FOR NOTHING

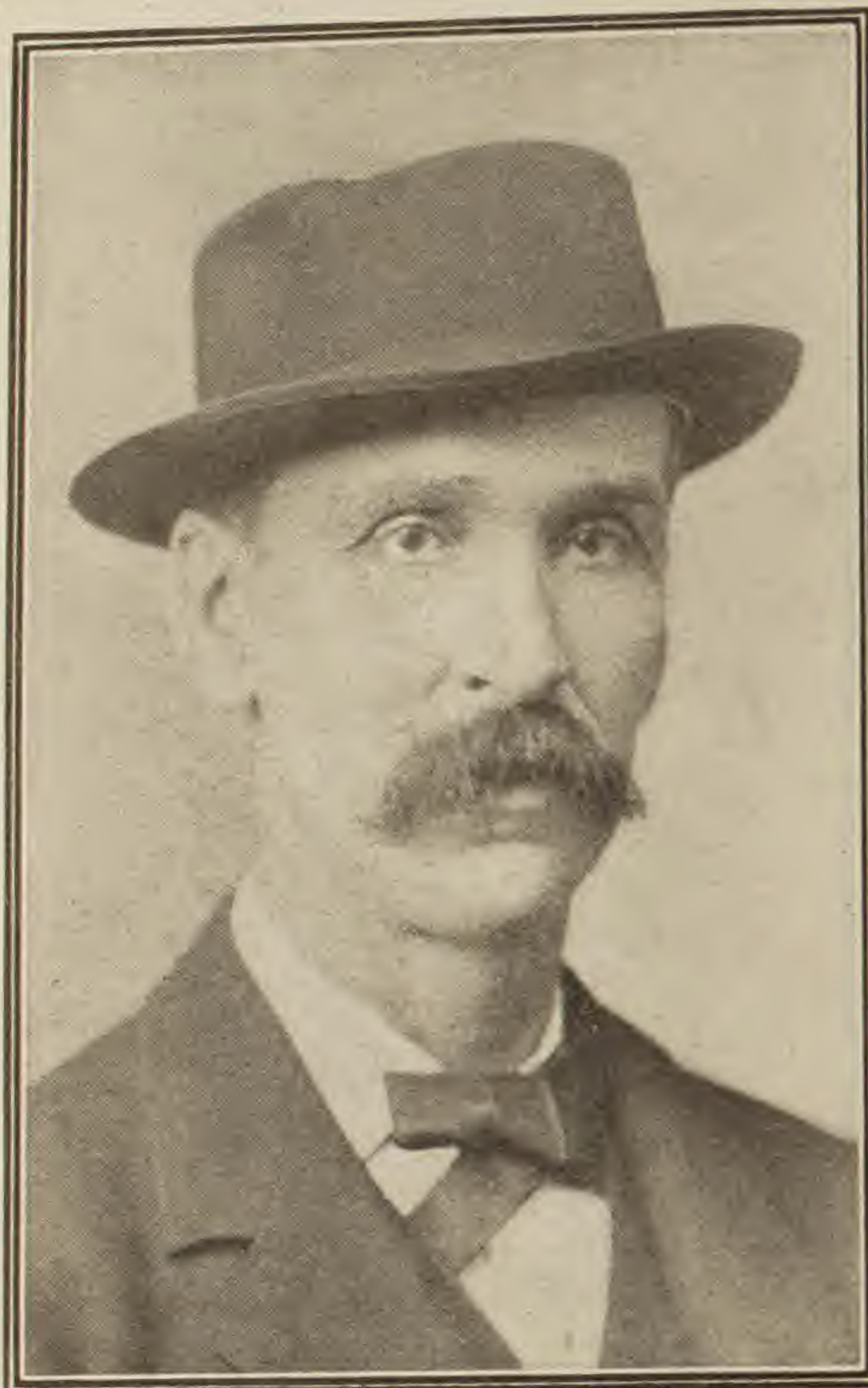
"CRUEL"

Farmer (to agent at Hutchinson):
When's the next train north?"
Station agent: "In an hour."
Farmer: "When is the next train go-
ing south?"
Station agent: "Fifty minutes."
Farmer: "All right, Mirandy, we can
get across the tracks."

OLD-TIMER DEAD

In the death of W. J. Janney, at Burlington, Kan., there passed away one of the men who was identified with the early construction and development of the Santa Fe System.

Mr. Janney, who was born in Virginia in 1833, moved to Kansas in 1867



W. J. JANNEY

For forty years in Santa Fe service

to take charge of a construction train. At that time only twelve miles of road were built. Later, for quite a number of years, he was in active train service. Leaving the train service he began work with the passenger department, representing the Santa Fe in the southeastern portion of the United States, with headquarters in Cincinnati, O. Later he had charge of the ticket collectors. After the custom of having ticket collectors on the trains was abolished, he was made a traveling passenger agent out of Kansas City, working in that capacity until January 1, 1906, making him, at the time of his retirement, the oldest man in point of continuous service on the Santa Fe.

In 1906 Mr. Janney retired to his home in Burlington, where he became a leading member of the community. He was a man very well known and highly

esteemed in Santa Fe circles, and death brings regret to many of us.

RAIL JOINT MAINTENANCE

The accompanying illustration shows the most modern method of installation and maintenance of isolated rail joint. It is of a joint on the double track



MAINTAINING JOINTS

Showing piece of main line track at Baring, Mo., equipped with rail anti-creepers

Baring, on the First District of the Missouri Division, and was put up by E. Early, foreman of Section 16 B.

The ties are placed under the receiving end of the rail, which receives the impact of the oncoming train, thus preventing the rail from yielding. At the side of the joint is seen a P. & M. anti-creeper, thus preventing the expansion from stretching the rails and pulling out the end post.

There are sixteen of these joints equipped with rail anti-creepers on the main line at Baring. They have been maintained for sixteen months at a cost of thirty cents for labor during the entire period.

One frequent form of forest fires started by men expect to earn a few dollars by helping to fight the conflagration they are responsible for. As these latter are usually started near the railroads, the railroads generally get the blame for the damage.—Chicago Journal.



A WONDERFUL speedway has been built at Twelfth street and the Des Plaines River, Chicago, specially constructed over a two-mile course, for automobile races. The speedway has been built of lumber, requiring over 9,000,000 feet, and 2,000 men have been working in three shifts a day for many weeks preparing the track and making everything in readiness for the great races which open on June 19. Practically all the racers at the recent Indianapolis event will be participants in the contest at Chicago, and it is expected that the greatest races ever held will take place over the new speedway, the officials of which are confident that the top notch mark in the best contest will be over the 100-mile-per-hour mark.

Many new features are embodied in this speedway, including an immense width for the turns, which will measure from 70 to 80 feet, permitting six cars to pass one another with safety, while the stretches have been made wide enough to allow the pilot to open up his machine at top speed.

The American Automobile Association limits the number of qualifiers to twenty-seven, hence quite a number of machines will have to be eliminated in the speed tests early in the week of the great 500-mile race on June 19. This speedway is the greatest thing of its kind in the United States and thousands of people have been out to look it over. It is expected that over 100,000 people will be attracted to the stands of this, the first 500-mile race ever held in Chicago, and another hundred thousand will be accommodated in the parking spaces. Because of the pains taken by the architects in laying out the course a spectator from any stand, either grandstand or bleacher, will be able to see each and every car in action.

For the safety of the onlookers members of the Illinois National Guard will patrol the course, preventing others than officials from crossing the course at any time during the race, while a safety wall has been constructed along the stands to prevent any car striking a spectator in the event a pilot loses control of his machine.

Many foreign machines will be seen in the race, including Peugeots, Sunbeams, Delages and Buggattis.

At last we have located the original farthest-gone baseball bug. There's no hope for this one. He lives in Topeka, Kan. (although that isn't the reason). And his name is W. O. Anderson, owner of a commission firm of that name. During the baseball season, when the Topeka team is playing at home, he transacts all of

his business from the ball park.

While the last game the Topeka team played at home was in progress Anderson sold 250 cases of strawberries to a customer in Emporia, Kan., and also bought a car of berries from Van Buren, Ark., without leaving his box. He has had a telephone installed at his seat. Last year Anderson missed only three home games during the entire season. This beats a friend of ours who quit a good job last fall because his boss would not let him off to see the city series.

* * *

Following are the home dates scheduled for the three Chicago major league teams up to July 20:

Whales (Federal League): Pittsburgh, July 3, 4, 5 (morning and afternoon); Kansas City, July 8, 9, 10, 11; Brooklyn, July 17; Buffalo, July 18; Brooklyn, July 19, 20.

Cubs (National League): St. Louis, June 23, 24, 25, 26; Pittsburgh, July 1, 2, 3, 4; Cincinnati, July 5 (morning and afternoon), 6.

White Sox (American League): St. Louis, June 27, 28, 29, 30; Washington, July 9, 10, 11, 12; Philadelphia, July 13, 14, 15, 16; Boston, July 17, 18, 19, 20.

Dates for the Federal League games at Kansas City, Mo., are as follows: St. Louis, July 4, 5 (morning and afternoon), 6; Newark, July 17, 18, 19, 20.

* * *

San Diego's great stadium was opened to the world with an impressive celebration on Memorial Day. The great concrete amphitheater, accommodating 30,000 persons, occupies the lower end of Balboa Park, just below the main group of exposition buildings. Its cost of approximately \$250,000 is a fair index to its completeness. The elliptical cinder track is one-fourth of a mile; the straightaway, 120 yards. The athletic field is 621 feet long and 287 feet wide, accommodating a football field and a baseball diamond. In the center of

the circular dressing-rooms and baths is the court for tennis, basketball and handball. Here will be staged throughout the year the exposition's athletic events.

* * *

The baseball teams of La Junta, Trinidad, Las Vegas, French, Maxwell, Springer, Wagon Mound and Raton have formed a league. The games and the attendance in these towns are above the average.

* * *

The Topeka ball team continued its good work by taking two games from the Clovis team at that city on May 30 and 31.

* * *

The Santa Fe Canadian, Tex., baseball team has been going some. On April 30 it played the roundhouse team and won 6 to 2. The boys won from the Merchants 10 to 9; from the high school 11 to 9; and again from the roundhouse, on May 31, by 4 to 1. On May 21 the boys lost to the roundhouse bunch, 9 to 3. They also came out on the short end with the Merchants on May 25, score 11 to 5.

In addition to the games of the roundhouse crew mentioned above, the roundhouse have played the local high school and the chants. They won both games by the respective scores of 13 to 5 and 11 to 4.

* * *

The opening game of the season at the roundhouse was between the shop timekeepers together with the clerks and the foremen of the many games which will compose a series between these two rival teams, thereby settle quite a controversy of standing—was pulled off on May 29 at Ball Park. Quite a crowd and incidentally a thunder shower accompanied the rooting of this spectacle, which terminated in a draw for the shop timekeepers and clerks.

* * *

We did not know Ash Fork had a baseball team until they showed up on May 30 to play the Seligman team. Seligman won by a score of 11 to 4. The Seligman boys stopped the Ash Fork boys in the fourth inning and did not make a run afterward.



ROUNDHOUSE FORCE, ALBUQUERQUE, N. M.



REMINISCENT OF THE DAYS OF '78

Las Vegas, N. M., May 20, 1915

to the Editor:

Mr. Bradley's sketch of the life of William Morley in the April issue calls to mind the small part that I took in the excitement of those early days and I ask your indulgence. At the time Mr. Morley was making his famous run to Cañon City, I was at Hole in

I was able to work one day on the line with Mr. Randall, when, acting under the direction of Mr. Strong, who was then at Pueblo, he sent me, with two others, to join Morley, as per the following letter of introduction:

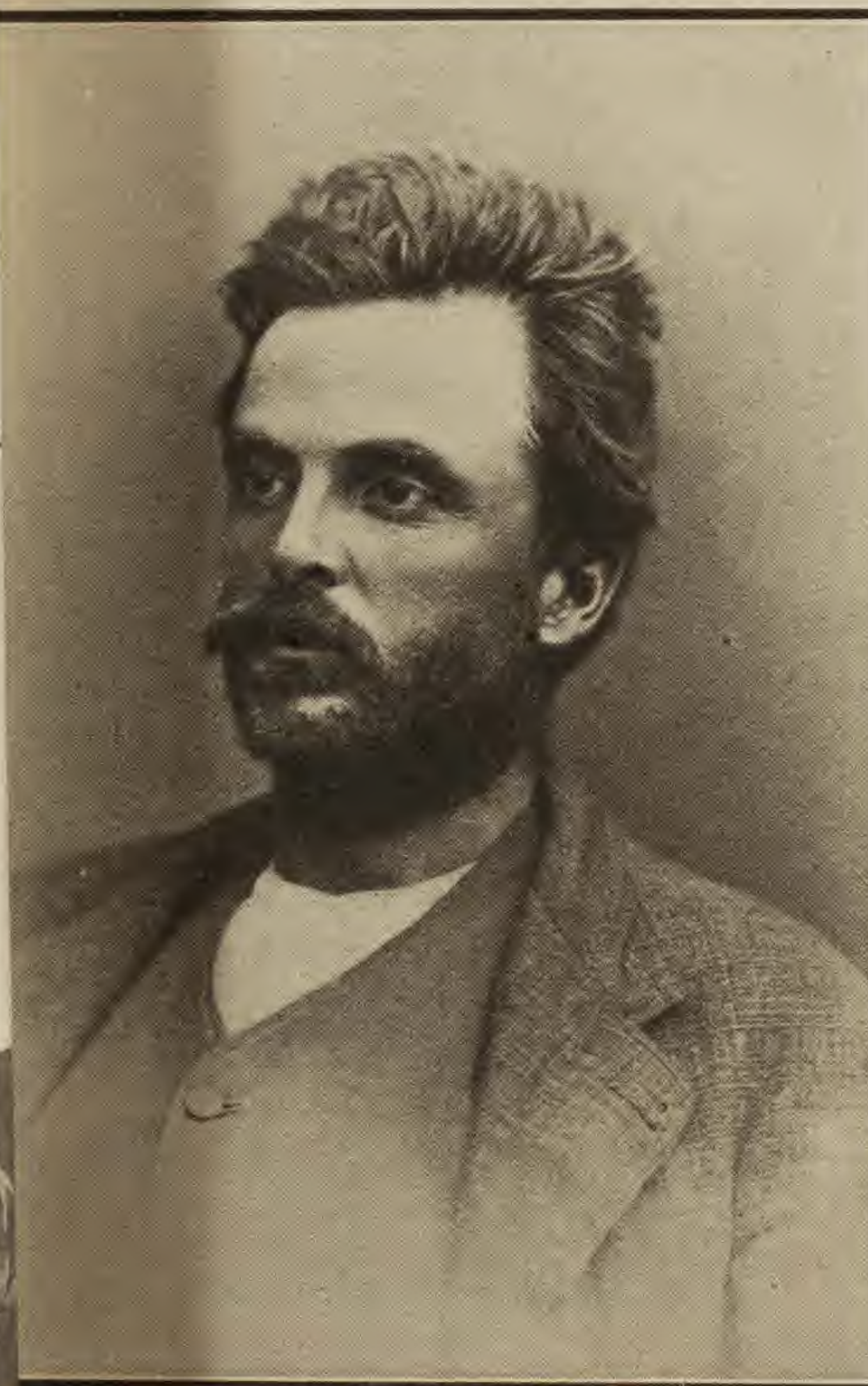
"Pueblo, Colo., April 27, 1878

"W. R. Morley:

"I send you today per orders of Supt. Strong, Messrs. Jones, Meade and Crocker (Crocker came here in place of Mr. Horton), also Mr. Hinckley's transit and a level and rod. Am sorry to lose Mr. Jones and Meade, as they are very efficient help.

"Respectfully,
"P. F. RANDALL"

Owing to the rush and confusion I did not meet Mr. Morley at Cañon City and never presented the letter. Almost the first person I did meet was Mr. Holbrook, and he said, "Hello, there! You are just the man I want. Make out a list of camp equipage and supplies and go over there to that store and have them put up. We are going out this after-



MORLEY IN WORKING TOGS IN 1880

Rock (Thatcher), with H. R. Holbrook, who was locating the line from La Junta to Trinidad. On the nineteenth of April we were surely working our way up to the Simpson side when a horseman came out of the horizon at great speed. He soon overhauled us and handed Mr. Holbrook a telegram. And then there was something doing. The chief came up to us at once, on horseback, only waiting long enough to instruct Randall, the levelman, to take Meade and me and proceed with all haste to Pueblo and begin a survey toward Cañon City.



WHERE MORLEY DIED

This cross stands by the side of the Mexican Central Railroad near La Cruz, Chihuahua, Mexico, to make sacred the spot where Morley succumbed to a bullet accidentally discharged from a friend's gun.

noon to the Twelve Mile Bridge to begin work in the cañon." It was many days before I sighted Mr. Morley.

It was about five o'clock in the evening of April 22 when Meade, Crocker and I left the livery stable in Pueblo for Cañon City. It was the same stable where Morley had secured the buckboard for his memorable drive three days before. We had a two-seated rig and a driver. The night was dark, but the road was plain and in excellent condition. We had no trouble in reaching the half-way house by nine o'clock. Here we stopped an hour or

thirty-seven years the memory may have come impaired:

The Santa Fe and the D. & R. G. were changing courtesies (passes) up to April when the break came. After that neither would condescend to ask any favors; therefore, it is highly improbable that any deal was made upon the D. & R. G. for any transportation for Mr. Morley.

Mr. Bradley gives us the impression that when Morley received his message at Junta he walked over to the roundhouse, ordered out an engine and flew to Pueblo,

started at once, arriving in Cañon City about 11 p. m., where he began at once to hunt up friends of the Santa Fe (enemies of the little narrow-gage road), who helped him to rustle men for the proposed work. By 8 a. m. on the twentieth he had quite a little army, with picks and shovels, on the way to the mouth of the cañon.

The history of the Grand Cañon War* is another story, but I take this occasion to say that, although it was a bitter struggle between corporations, it was not an occasion of much animosity between individuals. I remained in the cañon constantly for four months and often fraternized with employees of the other side. I even entertained De Remer (the celebrated bulldozer of the D. & R. G.) at my camp near the Royal Gorge. The blood and thunder part of the contest was greatly exaggerated. And, by the way, the story of Mr. Morley's robbing the D. & R. G. arsenal may have had some foundation in fact; but, to my notion, it is largely mythical.

MEREDITH JONES

* * *

DAN HELFER STILL ALIVE

Topeka, Kan., May 27, 1915

To the Editor:

In a very interesting letter which appeared in the last issue of our magazine by Road-

*The Royal Gorge, on the D. & R. G. Rd., is sometimes referred to as the Grand Cañon of Colorado. It should not be confused with the Grand Cañon of the Colorado (note the *the* before Colorado in this case), which is more properly known as the Grand Cañon of Arizona, through which the Colorado River flows. This is the real Grand Cañon and is reached only on the Santa Fe.—Ed.



MONUMENT MARKING MORLEY'S GRAVE

In the Masonic cemetery at Las Vegas, N. M., lie the remains of William R. Morley. He lived he would have been a still greater factor in the development of the Santa Fe.

more for supper and horse feed. After leaving the roadhouse we traveled rapidly about three hours, when it became evident that something was the matter with one of the horses. The driver got down to investigate. The horse dropped as if he were shot, falling on the tongue and breaking it squarely off at the doubletree. Too much corn at the roadhouse! Crocker volunteered to stay with the baggage, while Meade and I hoofed it on to town. The driver said it was two miles, but it took us until daylight to get there. We hunted up a hotel and, soon after, I met Mr. Holbrook, as before stated.

I do not wish to dispute Hall's History of Colorado, nor even complain of Mr. Bradley's interpretation of the Morley ride, but beg to give my version, although, of course, after

according to my recollection, the only at La Junta at that time was a two-stall doned engine house belonging to the K. Pacific Railroad, whose track had been up. The Santa Fe did not even have a track. However, there might have been a train in the neighborhood at the time.

Mr. Morley, upon his arrival at Pueblo, would wish to keep his business and his nation from the public. Being well known to D. & R. G. officials and others, he would usually steer clear of the D. & R. G. depot train. He wanted to be first to the cañon and the best way to do it was to keep dark.

It was reported to me at the time that he went to the livery stable at 3 p. m. on April 22, hired a team and buckboard with driver

master Ross of Manchester, Kan., the statement was made that "Dan Helfer died several years ago on a farm near Republic City, Kan." This is to advise Mr. Ross and Mr. Helfer's many other friends that "Big Dan," as his friends always called him in Manhattan, is very much alive. He is healthy and working hard every day on his farm near Republic City.

JOSEPH PEAKE

* * *

LETTER FROM A PENSIONER

Norwood, Mo., May 14, 1915

To the Editor:

It is with deep feelings of regret I must bid adieu to the Santa Fe service and those in it with whom I have been connected for so many years—at least so far as active labor is concerned.

I have been connected with the bridge and building department for twenty years, and in retiring feel like a boy leaving home to go out into a new world.

I wish to take this opportunity of thanking all those embraced in the great family of Santa Fe employes and officials for their many kindnesses toward me during my service, and especially do I appreciate the kindness of the management in remembering me with an allowance to be used during the days when we are the most needy, and which sum I shall endeavor always to put to the best use.

With best wishes for the success of the Santa Fe System, and especially for the prosperity of the Missouri Division and those loyal men connected with it, I remain,

ROBERT IMHOFF



AGENT HUNT AND ASSISTANTS, SAN DIEGO, CAL.

Front row, left to right—William Durham, R. H. Watson, P. C. Mingle, A. M. Hardie, A. M. Engel, W. M. Krames, head ticket clerk; C. A. Arbaugh, W. R. Brisco, James Cadger, T. Zimmerman, E. Mundell. Second row—D. A. Chellieu, L. H. Kleinsteinber, A. A. Meachman, W. Tinling. Third row—H. S. Chlsam, yardmaster; W. S. Hixon, stationmaster; D. R. Hoak, T. E. Purdy Jr., H. L. Gibson, E. W. Kemp, claim agent; A. F. Hunt, agent; L. G. Carr, chief clerk; G. E. Buck, cashier; J. L. Dickson, W. I. Mundell, warehouse foreman; L. S. Root, O. D. Murdock, A. E. Battenburg.

THE PETRIFIED FORESTS

Every man in passenger, traffic or train service—in fact every employe of the Santa Fe—should be familiar with the conditions surrounding a trip to the Petrified Forests of Arizona. These wonderful forests may now be visited without the slightest inconvenience on the part of the tourist. Dropping off at Adamana, Ariz., one can find good hotel accommodations in the little town at the Hotel Campbell, which accommodates fifty guests, and which, during the summer, also has tent accommodations for those who prefer outdoor sleeping.

Mr. Campbell is a splendid type of the modern progressive young business man, and he is handling the crowds of tourists in a very satisfactory manner. For \$2.50 a person the trip is made by automobile nine miles to the north to see the great Black Forest and the seventy-five mile stretch of the Painted Desert as viewed from the opposing bluffs. After ample time is spent here, the return is made to Adamana and the passengers are placed in other automobiles, which go to the First and Second Forests, where lie all the great trees of beautiful agatized wood. Beautiful specimens of the stone, which was once wood, lie promiscuously about, and a very pleasant hour or two can be spent strolling about the fallen giants and in collecting souvenirs. This trip also costs but \$2.50, so that for a five-dollar bill a man can stop off at Adamana in the morning, take in the north and south forests and the Painted Desert and leave about five in the afternoon, or, if so disposed, he can spend more time studying these great natural wonders and be comfortably accommodated at the Hotel Campbell.

The Petrified Forests and the Painted Desert are reached only over the Santa Fe lines, and all trains stop to let off or take up passengers at Adamana.

It behooves everyone in the service to keep this information in mind so as to be able to direct travelers with accuracy, and by all means every traveler should be induced to stop over long enough to make these little side trips.

The Petrified Forests are only now coming into their own, and the next few years will see a tremendous increase in the number of visitors. From the North or Black Forest one may take as much

of the petrified wood as he desires, but from the First and Second Forests, wherein is found the beautiful agatized wood, and which are within the government preserve, he is allowed but one or two nice specimens. The value of the wood is really greater than the entire cost of visiting the forest.

ALMOST TRUE AT THAT

According to H. O. Anderson of Fort Worth, Tex., the Santa Fe is worthy of consideration in the transportation field. He has it all figured out with the scientific accuracy of his imagination that:

If all the cotton the Santa Fe hauls annually were made into one big sheet it would cover all Europe. However, at the present time it might not stay tucked in along the sides.

If all the mules it hauls annually were made into one big mule, it could consume at one meal all the corn Texas raises, and kick the spots off the sun without batting its eye.

If all the cattle it hauls were made into one big cow, it could eat grass along the tropics and drink water out of the Amazon, brush the icicles off the North pole with its tail, and give enough milk to float all the boats our Uncle Sam has.

If all the hogs hauled annually were made into one big hog, it could root the Panama Canal out in three roots, and its squeal would shake the cocoanuts off the trees in Africa.

If all the people the Santa Fe hauls were made into one big man, he could take for his morning stroll a trip down through Mexico, give a few words of encouragement to the downtrodden generals there, reach London in time to take a glass of water with George, pass Berlin as William was receiving the news of a gain of a few yards in civilization made during the night, crush the allied fleet in the Dardanelles with the next step, pass through China and wish them well with their new boss, congratulate Japan on her fine stroke of diplomacy, and then on the way back spend twenty minutes taking in the sights at the big fair, and get home in time for breakfast at seven.

HOW INCONSIDERATE

Jones is one of those men who grumble at everything and everybody.

One day a friend came in and asked him how he was getting on.

"Badly, badly," he exclaimed, "and it's all my wife's fault."

"Is it possible?" asked the friend, in surprise.

"Yes. The doctor told me that humidity was bad for me, and there that woman sits and cries just to make it moist in the room."

To the Best Interests of the People To Be Just to the Railroads

By SENATOR CONWAY ELDER

In an Address Before the State Senate of Missouri

THE railway problem of today is so big and so serious that words are almost inadequate to portray it. The situation confronting the railroads of the country is such as to demand the sober and intelligent thought of all of our citizens.

The hostility which has been shown them, under the mistaken impression that they were the property of a few scions of wealth, should be a thing of the past. The railroads are, as a matter of fact, largely the property of the people. Individual investors are the holders of their stocks and bonds; savings banks, life insurance companies, hospitals, colleges and trust estates are the purchasers of their securities; federal and state commissions control their operations—so, in the final analysis, it is the people themselves that hold the balance of power.

And it is the people, through their lawmaking bodies, who can remedy the present deplorable conditions or bring the impending crisis to a climax.

Personally, I have no railroad connection. I do not represent any railroad as attorney, nor have I represented any in the past. I own no stock in a railroad nor do I own any bonds or other securities of one. I hold no brief for any particular road and am in the ranks of those who pay the freight. My impressions are those of a layman, and consequently I believe that I can speak on this bill from an unbiased and impersonal viewpoint.

IMPORTANCE OF RAILWAY EFFICIENCY

To my mind the efficiency of our railways is absolutely essential to our agricultural and mining and manufacturing industries. The good fortunes of our people and of our railways are linked

together in such a manner that one is dependent upon the other. In Missouri, with her 44,000,000 of acres, her fertile soil, her bounteous crops, her mineral wealth, the railway development should be double what it is. The great captains of industry have realized that enterprises are made profitable by railway facilities, but the average man takes all railroad development as a matter of course.

The farmer, with the market brought almost to his door, is generally unmindful of the contributing agency which opened the way. The traveler, with every care for his safety, with every device for his comfort, is usually forgetful of the primitive methods of transportation which obtained in the early days. The city dweller, with highways of steel at his door, connecting with every important town in America, does not as a rule hark back to the time when birds of the air and beasts of the forest reveled in the wide stretches of wilderness now transformed into fairyland. Manufacturers and merchants with products transported for them with a swiftness nearing that of the wind do not stop to calculate the cost of that transportation.

LOW COST OF TRANSPORTATION

When we consider that to transport a carload of corn by railroad from Mound City to St. Louis, a distance by rail of 369 miles, costs but \$47 and consumes but 48 hours; that to transport a carload of potatoes from Richmond to St. Louis, a distance of 243 miles, costs but \$51, and that to transport a carload of peaches from Mountain View to Kansas City, a distance of 269 miles, costs but \$80, and takes but 24 hours, we must admit that a method of transportation, at such cost, with such expedition, and with such little trouble to the con-

signor and the consignee, is superior to any other that has been evolved. When we realize that to convey the same commodities by team and wagon would require days of time and prodigious labor, we should be led to the conclusion that the service rendered by the railroads is worthy of an adequate compensation.

NEW ERA IN MANAGEMENT

Within the past there may have been cases of profligacy in management, of exorbitant profits in promotion and of piracy in development financing; while there may have been exhibited a contempt for popular opinion; while the affairs of certain roads may not have been administered for the benefit of the stockholders or in the interests of the public, nevertheless, such occasional practices should not be sufficient to justify our condemning the entire railroad industry any more than would occasional delinquencies in other lines of business justify the condemnation of the whole. We should not let our righteous hostility to such methods blind us to the remarkable progress which has been made.

Personally I believe that the day of plundering in financing has passed. I believe that a new era has come and that it is the desire and intent of the railroads to abide by the public will. I believe that the drift of public sentiment is toward sober second thought, and that there has come a realization that we have had an excess of commissioning. Regulation of public utilities, in an understanding way, is proper; but regulation of a hampering nature tends to paralyze industry; and, of all the industries upon which the prosperity of the country depends, the railroads stand paramount.

DECREASE IN REVENUES

Of the companies operating the 8,100 miles of railways which traverse the state of Missouri, each has suffered losses in revenue during the past fiscal year, which in the aggregate total millions of dollars. The Wabash, the Frisco, the Missouri Pacific, the Katy, the Rock Island have rigidly economized in an endeavor to offset the decrease in earnings, but to no avail. Expenditures have been curtailed to absolute necessities, the purchase of new and needed equipment has been deferred, extensions and improvements are unthought of, but

still the low rates which prevail render a fair return on the investment impossible. By reason of depleted revenues the credit of the roads has become impaired. The placing of new securities is almost impossible, and railroads which heretofore had the highest financial standing find the greatest difficulty in renewing loans at exorbitant rates of interest. The Wabash Railroad, which is in the hands of receivers and which is being operated under the strict and scrutinizing eye of the United States court, has been unable to pay the interest on \$15,000,000 of receivers' certificates issued under order of the court, much less to pay the interest on its \$64,000,000 of underlying bonds. The Frisco, likewise in the hands of receivers, had a deficit for the year 1914 of \$2,828,000, and defaulted in interest on \$142,000,000 of its outstanding bonds. The Missouri Pacific showed a deficit of \$979,000 and the Chicago & Alton one of \$2,760,000.

ENTITLED TO AN INCREASE

Under the present condition of reduced and insufficient earnings, with the cost of operation increasing, there is but one remedy and that is to increase the rates, both passenger and freight. If we Missourians would not belie our traditional sense of fairness, if we would but realize that the increase in cost of transportation is but as natural as the increase in the cost of living, we would deal with the railroad transportation problem as it now confronts us. I believe that it is the opinion of the thinking people of this country that the railroads are entitled to an increase in rates. I believe that the roads of Missouri should be entitled to such an advance as will enable them to exist in dull times and to earn a profit in fortunate years.

EFFECT OF AN INCREASE

And what would an increase in freight rates of say ten percent mean to us individually. Such an advance in the rate on a pound of butter transported 500 miles would amount to 55/100ths of a mill; on a pound of meat, 68/100ths of a mill; on canned goods, 26/100ths of a mill per pound; on a pair of shoes, 2 mills, and on an average suit of clothes, 3 mills. To the individual consumer the enhancement in price would not be appreciable, but to the railways, handling

hundreds of thousands of tons of merchandise, the increase would mean an opportunity to rehabilitate and continue their useful service.

As for passenger rates, if the service to which we Americans are accustomed is to continue there must be an advance. A rate of two cents per mile is not commensurate with our insistence on frequent trains, on the fastest schedules, on the finest equipment, and on every improved safety device. If we would enjoy the luxuries of travel which prevail today we should be willing to pay a fair and reasonable compensation for that privilege.

In a recent hearing before the Interstate Commerce Commission relating to the Pennsylvania Railroad, east of Pittsburgh, in a territory where the rates have been higher than two cents and where the traffic is six times as dense as it is in Missouri, it was shown that the earnings were less than one-half of one percent on the money invested.

With rates which would be remunerative in proportion to the service rendered, there is no factor today which could exercise a greater influence in bringing about a resumption of business activity than the railroads. Through their magnitudinous consumption of materials, with their gigantic purchases, the wheels of industry would be set in motion, labor would be given employment, the varied channels of trade would be opened up, and prosperity would be certain to follow in the wake.

While the public service commission takes testimony and debates this matter, we of the senate can offer an inspiration to the most important industry in the state and at the same time extend a substantial benefit to our people, by passing a 2½-cent rate bill. By that action we will have demonstrated that it is not our desire to destroy, but to foster, to protect, to encourage and to up-build the greatest of all American activities.



SUPERINTENDENT'S OFFICE FORCE, NEEDLES, CAL.

Front row, left to right—W. B. Orman, dispatcher; N. E. Scott, chief dispatcher; E. E. McCarty, trainmaster; F. T. Atchley, stenographer; T. J. Murphy, retired; A. W. Silvers, chief clerk; F. C. Blodgett, roadmaster. Second row—W. B. Kennicott, dispatcher; Leroy Duncan, "87 man"; J. P. Finan, dispatcher; H. H. Nygren, division accountant; W. L. Skelton, trainmaster's clerk; W. H. Oliver, division engineer. Third row—H. B. Matthie, pass clerk; D. F. Murphy, clerk; L. A. Todd; F. B. Wilkins, timekeeper; F. W. Quirnbach, dispatcher. Fourth row—G. B. Combs, general foreman's clerk; E. A. Hallihan, dispatcher; G. E. Morrison; C. E. Elkins, assistant timekeeper; J. J. Merryman; A. Hay; T. B. Lewis; R. E. Thorpe; W. H. Stockley. Rear row—W. L. Clark; Mrs. J. L. Davis, librarian; A. J. Wolcott; M. O. Greaney; R. De Spain.

An American Beauty Special

THE Santa Fe "American Beauty Special" left Chicago on the night of Sunday, June 6, carrying over sixty of the most charming girls of America. They have won this distinction in contests held by newspapers in every state in the union.

The idea of the contest was conceived by Joseph Brandt of New York, manager



PHYSICIAN IN CHARGE

Dr. Edna Carver of Denver, the physician who accompanied the winners. They said her charming personality was the greatest tonic possible.

of the Universal Film Company, which corporation is defraying the entire expense incident to the assembling of the girls in New York, Chicago and Kansas City, their entertainment in these towns, as well as at the various stopovers made en route to the Pacific coast and at the two expositions in California.

It is estimated that the cost of entertaining these "Gallopers" will be over \$500 apiece. With chaperones,

maids, medical attendants and others, the party numbered over one hundred.

The train was made up of some of the Santa Fe's finest equipment and everything possible was done to have the journey a delightful remembrance to the party. Stops were scheduled to take in the beauties of the Garden of the Gods at Colorado Springs, the Grand Cañon of Arizona, the California expositions and elsewhere. Returning, the party will visit Salt Lake City and Denver, from which city they again will be carried over Santa Fe rails to Chicago.

When the girls arrive in Universal City—the wonderful moving picture city just outside Los Angeles—they will be given every opportunity of studying moving pictures in the making. In fact, they themselves will take part in a number of productions, and one of the young ladies—selected as the most beautiful and most capable mentally—will be offered a position as star with one of the Universal companies.

Reports indicate that this Beautiful Bevy is literally storming the western territory, evoking a great deal of interest all along our lines and smashing the hearts of our bachelor (and benedict) railroadmen with utter abandon.

It will not be the fault of the Santa Fe or its employees if the girls do not have the time of their lives. To make doubly sure that this result would be attained, the Santa Fe delegated its genial assistant general advertising agent, Carlton Birchfield, to accompany the train and see that nothing was overlooked. Carl himself is somewhat of a movie artist. He is the most envied man around the general offices in Chicago, and remarks frequently were heard that some fellows certainly are born lucky, etc., but Carl only continues to wreath his face in that perpetual smile, look wise, and go ahead on the pleasant program outlined. It is said that General Advertising Agent Simpson pondered long and deeply before turning this delightful duty over to his assistant—then he decided that he had been a debonair young rascal long enough and that it was time to give the rising generation a show.



A FEW OF THE WESTERN ROSEBUDS

Top row, left to right—Jean MacNicol, Minneapolis, Minn.—the editors' choice (she's Scotch); Joe Brandt, the brainy manager of the Universal Film Manufacturing Company; Bessie Davis, the choice of Arizona. Center, left to right—Mary Kidwell, a charming daughter of Kansas; Carl Laemmle, president of the great movie-production corporation; Madeline K. Skinner, Houston, Tex., representing the Lone Star State. Bottom—Ursula Sigrist, a beautiful Hoosier maiden; our own Carl Birchfield, an Apollo among the Psyches, a star among the stars; Madge Henry, winner in Iowa.

STANDARD NAMES

The following names have been adopted for our principal through trains. They will be used in general advertising, system folders and railway guides:

CALIFORNIA SERVICE

- NO. WEST
- 3 California Limited.
 - 9 Tourist Flyer.
 - 1 The Overland.
 - 1-21 The Missionary (Chicago to California).
 - 21 California Special (New Orleans to Clovis).
 - 7 Fargo Fast.
 - 19 Santa Fe de Luxe.

- NO. EAST
- 4 California Limited.
 - 10 The Overland (California to Kansas City).
 - 2 Tourist Flyer.
 - 8 Santa Fe Eight.
 - 22 Texan (California to Albuquerque, and Clovis to Houston).
 - 22-8 Chicago Flyer (Belen to Chicago).
 - 20 Santa Fe de Luxe.

CHICAGO-KANSAS CITY SERVICE

- NO. WEST
- 5 The Kansas Cityan.
 - 9 Tourist Flyer.
 - 3 California Limited.
 - 1 The Overland.
 - 15 Fast Mail.

- NO. EAST
- 6 Chicago Express.
 - 10 The Chicagoan.
 - 4 California Limited.
 - 8 Santa Fe Eight.
 - 2 Tourist Flyer.

CHICAGO-TEXAS SERVICE

- NO. WEST-SOUTH
- 9-17 Texas Mail.
 - 5-405-5 Texas Express.
 - 9-11-411 Texas Flyer.

- NO. NORTH-EAST
- 18-8 Chicago Mail.
 - 6-406-6 Chicago Express.
 - 412-12-8 Chicago Flyer.

CHICAGO-COLORADO SERVICE

- NO. WEST
- 9-11 Colorado Flyer.
 - 5 Colorado Express.
 - 1-607 The Overland.

- NO. EAST
- 6 Chicago Express.
 - 610-10 The Overland.
 - 602-8 Santa Fe Eight.
 - 12-8 Chicago Flyer.

RAILROADS CREATE WEALTH

Our marvelous crops would count for nothing if forced to lie in the fields where they grow, or driven to seek such markets only as the farmer's team could

reach. The cotton crop, which brings to our shores annually nearly half a billion dollars of foreign gold, would be but a fruitless burden on southern winds if there were no railways to carry it to the seaboard. We take from our mines and forests and factories twenty billions of dollars each year, but, without means of transportation, these costly products would be worthless junk.—*Leslie's*.

EVERY BIT

A prosperous lumberman owns a small railroad which runs from his lumber camp to the main line. He was riding the other day on a train by the side of the president of the *big* railroad. After some conversation the president handed the lumberman his card.

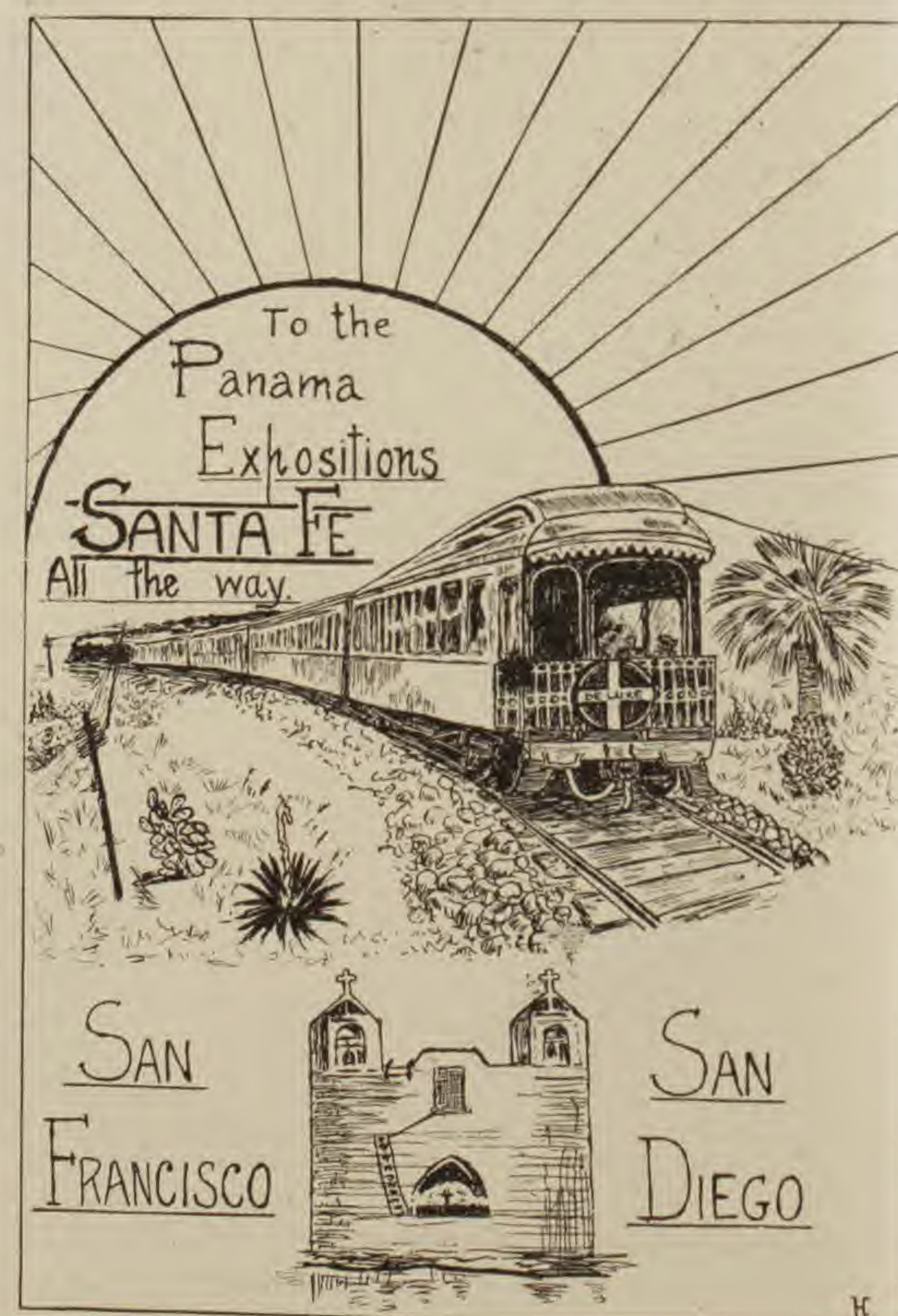
"Oh, you the president of a railroad, too!" said the lumberman.

"What is your road?" was the query from the other.

"The W. & R."

"Strange, I never heard of it."

"Well," answered the lumberman, "my road may not be as long as yours, but it's just as wide!"



"ALL THE WAY"

(Drawn by Len Holland, San Bernardino, Cal.)

OF GENERAL INTEREST

CRANDALL'S NEW BOOK

Bruce V. Crandall has written a brand new book as different from his other writings as the Bettendorf Bear books were different from any other railway advertising. The title of his latest work is "The Autocrat at the Lunch Table," which he frankly admits is half borrowed from O. W. Holmes. However, the title is apt and the matter, which is conversational in style and is gleaned from informal discussions among big men during their luncheons, will compel and hold the attention of any red-blooded business man or employe clear through its three-hundred pages.

These lunch-table discussions are carried on by the president, supposedly, of a railway supply company, the vice-president, the general sales manager, the mechanical expert and the author. Of course you would expect them to be of the dry "shop talk" kind. Nothing of the sort! This book is the most complete and entertaining mixture of wit, humor, cynicism, theory, philosophy and common sense that we have had the pleasure of reading. Mr. Crandall says, "It is taken in large part from actual conversations, and some of the characters would be recognized as being among the successful leaders in the business of manufacturing equipment and appliances for the railroads." We surely believe the leading characters are real, particularly the president and general sales manager, because they are so human, so natural and so imperfect.

There are some startling questions raised in this book. In the first chapter a story about a railroad order brings on a discussion of "What is honesty anyway?" It is "The Lady or the Tiger" kind of conclusion—the kind which makes the reader think and decide the question for himself.

Again there is the discussion over the Three Great Fears, which he defines as fear of death, fear of poverty and fear of public opinion.

Then there are chapters on education, salesmen and salesmanship, good literature, business men's duties and almost if not every subject of interest to employers and employes, even to vacations. Every man ought to read what he says about vacations.

We consider this book the most instructive, important and entertaining piece of literature on modern business methods, principles and conditions that we have read. It is unique in its viewpoint and its treatment of the questions raised. We doubt if there is another writer who could handle the subjects in as masterful and clear a manner as Mr. Crandall has in this little volume. We also doubt if anyone else would have the temerity to attack the delicate relations between railroad companies and railroad supply concerns. He has done it, and, what is more, has done it in such a way that neither could take the least offense at anything said.

We believe this book should be read by every man who comes into contact with the railroads in any manner, from the ordinary citizen or railway employe to the presidents of trunk lines and the largest corporations. It is an eye opener, and a revelation of new

methods and principles. Throughout, it is typical of the author, whose well known "punch" has lost none of its vim, vigor and vitality.

* * *

DELIGHTFUL LAKE CRUISES

Our Great Lakes—the greatest fresh water bodies in the world—offer the ideal to the summer vacationist. From Chicago or Duluth clear to the Atlantic Ocean one can journey comfortably—or luxuriously—free from the heat and dirt of the inland and enjoying every minute of such existence. Appetites awake, but the nerves relax, and hearty meals are followed by placid slumbers.

On these lakes some splendid boats are in operation, and at but small cost one can go aboard at Chicago and spend a most gratifying vacation.

The Northern Michigan Transportation Company runs four of these delightful water-palaces: The *Manitou*, *Missouri*, *Minnesota* and *Illinois*. This company has a direct route to all of the northern Michigan resorts. Anyone who has ever visited in the upper portion of Michigan will vouch for the beautiful scenery and balsam-laden air. The *Minnesota* continues from Mackinac Island to Lakes Huron and Erie, winding up at Buffalo, N. Y.

The Goodrich Transportation Company offers three splendid trips with its boats, *Arizona*, *Carolina* and the *Georgia*. These cruise along the Wisconsin border of Lake Michigan but finally cross the lake, touching Mackinac Island. The *Arizona* goes farther—to Sault Ste. Marie. Some of the points of interest are Milwaukee, Sturgeon Bay and Green Bay. This route is hard to excel for interest.

A cruise which the Northern Steamship Company describes as, "In all the world no trip like this," begins at Chicago and ends at Buffalo, N. Y. Milwaukee is the first point touched by this company's boats. Then the trip is made across the lake to Petoskey. From this point the route extends through the straits and down Lake Huron to Port Huron; then through beautiful little Lake St. Claire to Detroit and into Lake Erie, touching Cleveland before going on to Buffalo. One may stay aboard the boat for the return trip, thus completing a dandy little health-giving outing.

The Canadian Steamship Lines offer a trip from "Niagara to the Sea" that is replete with picturesque scenery, through a country famed for its traditions, and withal enjoying a cool, invigorating climate. Points of interest are Niagara Falls, Toronto, Thousand Islands, St. Lawrence River Rapids, Quebec, Saguenay River Cañon and the Laurentian Mountains. This is a charming trip and free from the possibility of seasickness. Their Gulf of St. Lawrence route begins at Montreal and terminates at Pictou, N. S.

The most extensive cruise is that of the big new Chicago, Duluth & Georgian Bay Transit Company boats, the *North American* and the *South American*. They stop at few points but go a long distance; 2,200 miles in four lakes. Starting from Chicago, the first stop is Mackinac. The second is Sault Ste. Marie, which is followed by Fort William and then by Du-

luth. Here the boat turns back but goes through Lakes Huron and Erie to Buffalo and then turns back up to Mackinac again and on to Chicago. This is a very interesting trip.

Further information regarding these water routes may be obtained from our advertising pages near the front of this issue.

* * *

Victor W. Page, a member of the Society of Automobile Engineers, has produced a valuable book known as "The Model T Ford Car—Its Construction, Operation and Repair." All parts of this car are described and illustrated in a comprehensive manner, and operating principles are made clear to everyone. Complete instructions for driving and repairing also are given; \$1.00; the N. W. Henley Publishing Company, 132 Nassau street, New York City.

TONNAGE FROM A NEW FIELD

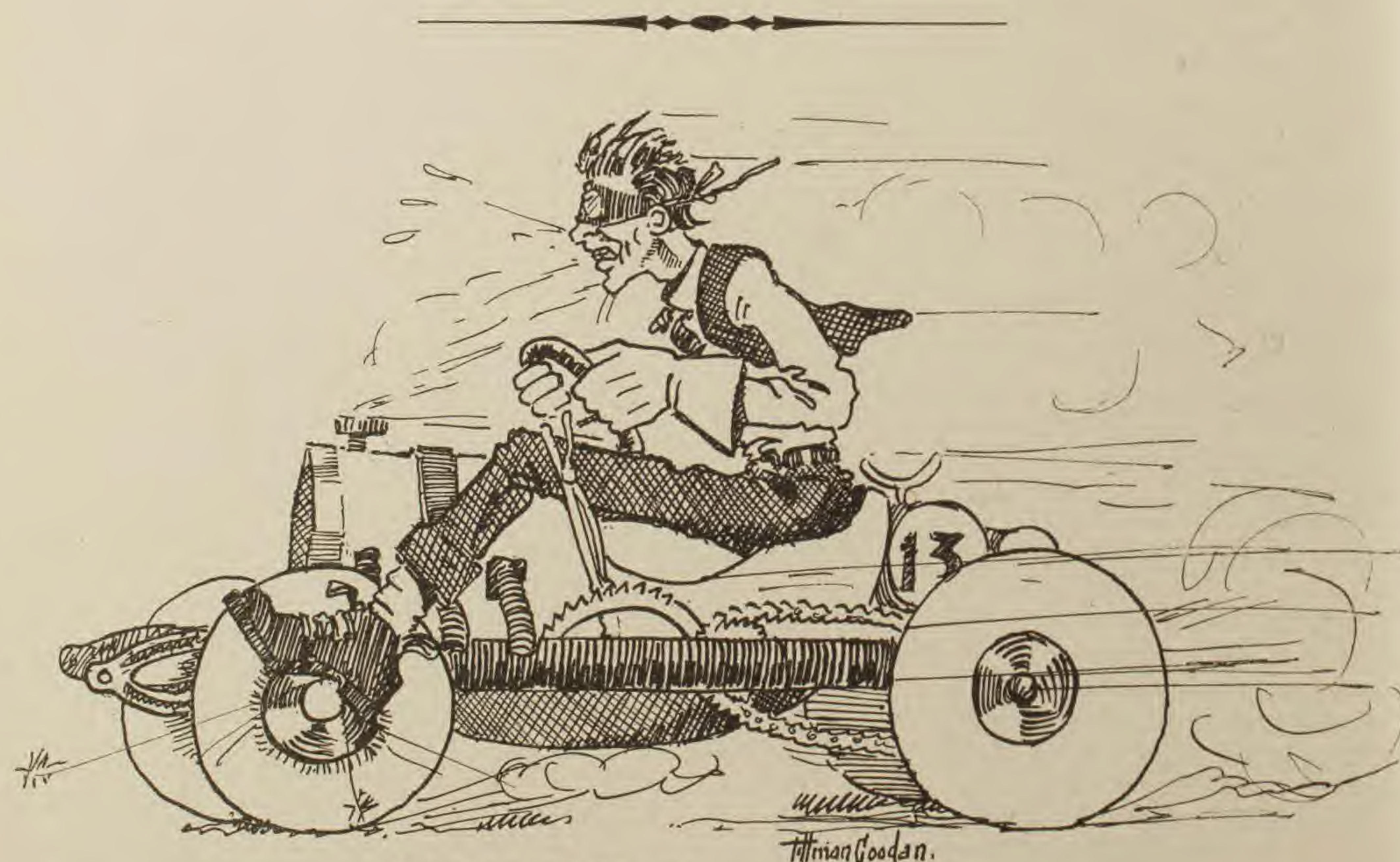
Active construction has been begun on a railroad to serve the Palo Verde Valley of California. The projected road is to be forty miles in length and is to connect with the Santa Fe at Blythe Junction. The road is being built by the California Southern Railway Company, and the promoters are under contract with the land owners of the Palo Verde Valley to have the entire line in full operation by October 1, 1916. Portions of it will be put into operation as completed.

The Palo Verde Valley lies about forty miles down the river from Parker, Ariz.

It is a rich valley of approximately 120,000 acres of tillable soil. This valley was formed by deposits of silt from the Colorado River and is very similar in both its method of formation and character to the great Imperial Valley. The entire valley is, or has been, covered with a heavy growth of vegetation, which has added the needed humus to the soil, making it very rich. Excellent water for domestic use is available at a comparatively high level. The valley already has an irrigation system that is conceded to be one of the best, if not the best, on the Colorado River, and has the first water-right on the Colorado River.

The crops and merchandise at present are, and for many years have been, transported overland forty miles at enormous expense. The principal productions of the valley are alfalfa, cotton, barley, wheat, kaffir corn, early vegetables, cantaloupes and melons, cattle and hogs.

This railroad will also open up to the Santa Fe large tonnage from an immense high-grade gypsum deposit, and the new line will undoubtedly stimulate the development of the valley so that in a very short time it will be the means of large tonnage and revenue for the Santa Fe as well as for the California Southern.



HITTING IT UP IN A "ROAD LOUSE"

C. J. Wolfe, assistant head freight clerk at Los Angeles, entered his Ford in the amateur road race at Glendale on January 29. At the time this appears in print he is almost around the first lap.

Construction Notes

FOLLOWING is a list of the more important additions and betterments for which expenditures have been authorized during May. The amounts mentioned are in most cases estimates, and the final costs generally will be somewhat higher:

ALBUQUERQUE DIVISION

Bridge No. A-265—Renewal, \$1,000.
Bridge No. A-193—Protection work, \$5,400.
First District—Application of rail anchors at various points, \$15,500.
Third District—Application of rail anchors at various points, \$50,000.

BEAUMONT DIVISION

Bridge No. 15-C—Repairs, \$1,400.
Bridge No. 15-D—Renewal, \$1,500.
Dobbin—Sinking of 700-foot well, \$3,200.
Conroe—Additional tracks for Delta Land & Timber Co., \$8,000.

DODGE CITY & CIMARRON VALLEY RAILWAY

Wilburton—Construction of 730-foot siding, dirt platform and boxcar-body depot, \$1,500.

EASTERN DIVISION

Bridge No. 5-A—Renewal, \$8,500.
Bridge No. 47-F—Renewal, \$1,000.
Bridge No. 5-B—Renewal, \$12,700.
Bridge No. 21-C—Making ballast deck, \$1,000.
Bridge No. 23-B—Renewal of certain portions and excavation of channel, \$10,000.

GALVESTON DIVISION

Houston Branch—Driving piling at G. H. & S. A. crossing to prevent sliding of embankment, \$1,500.

ILLINOIS DIVISION

Joliet-Plaines—Installation of automatic signals, \$5,300.

JASPER & EASTERN RAILWAY

Bridge No. 34-A—Extension, \$1,000.

LOS ANGELES DIVISION

Bridge No. A-218—Renewal, \$8,600.
Bridge No. B-5—Replacement, \$13,200.
Upland—Construction of 800-foot team track, \$2,300.
Glendora—Construction of 801.9-foot main track, \$2,400.
Redondo Junction Shops—Purchase and installation of hoisting crane, \$1,300.
San Bernardino Shops—Purchase and installation of 90-inch driving wheel lathe, \$10,500.

SOUTHERN KANSAS DIVISION

Chanute Shops—Installation of drop pit and jack, \$1,300.

MIDDLE DIVISION

McPherson—Paving right of way at Main, Maple and Walnut street crossings, \$1,500.

MIDDLE DIVISION

Concordia—Assessment by city to cover paving of State and Cedar street crossings, \$1,200.

MISSOURI DIVISION

Bridge No. 332-F—Protection work, \$1,500.
Shopton—Installation of 600-ton hydraulic driving wheel press, \$1,800.

NEW MEXICO DIVISION

Albuquerque Shops—Installation of Baird-Stolpe flue rattler, including a new 30-horsepower motor, \$3,600.

NORTHERN DIVISION

Dallas—Paving and curbing Young street, \$2,600.

Cleburne—Construction of a store department galvanized warehouse, \$3,600.

Cleburne—Installation of electric lights in mechanical department buildings, \$1,600.

Cleburne—Construction of corrugated iron warehouse for storing salt, lime, cement, etc., \$1,900.

Pauls Valley, Wynnewood, Berwyn, Ardmore and Marietta—Construction of section tool houses, \$1,000.

* Cleburne—Construction of corrugated iron shop order building for making repairs to roadway equipment, \$4,000.

OKLAHOMA DIVISION

Bridge No. 54-A—Renewal, \$1,200.

Yale—Construction of connecting track with M. K. & T. Ry., \$1,200.

Guthrie—Paving Oklahoma avenue across tracks and right of way, \$3,100.

Chase Junction—Construction of 8,879 feet of track to serve the Lane & Williamson coal mine, \$18,700.

PANHANDLE DIVISION

Crisfield—Construction of standard No. 1 depot, \$2,100.

RIO GRANDE DIVISION

Albuquerque—Car repair shed, \$10,300.

Albuquerque—Purchase and installation of fuel oil tank, \$1,900.

SANTA FE, PRESCOTT & PHOENIX RAILWAY

Phoenix—Construction of 1,280-foot industrial spur track, \$1,900.

SOUTHERN DIVISION

Bridge No. 56-B—Renewal, \$1,000.

Bridge No. 139-A—Renewal, \$6,400.

Bridge No. 83-A—Replacement, \$1,700.

Bridge No. 100-A—Replacement, \$1,500.

Buffalo Gap—Erection of new depot, \$3,100.

Temple—Assessment by city to cover paving of First street crossing, \$1,100.

Milepost No. 84—Construction of stock pens and track to serve same, \$1,900.

VALLEY DIVISION

Riverbank Shops—Purchase and installation of additional tools, \$2,500.

Bridge No. B-1124—Additional expenditure in connection with extension, \$8,600.

Second and Third Districts—Application of rail anchors at various places, \$15,000.

Yettem—Installation of siphon beneath the tracks to serve the Alta Irrigation District, \$1,200.

Richmond Shops—Purchase and installation of hoisting crane and autogenous welding plant, \$4,600.

WESTERN DIVISION

Hutchinson—Additional tracks to serve the Larabee Flour Mills Company, \$2,600.

BUMP, BUMP, BUMP!

A South Dakota railroad is noted for its execrable roadbed. A new brakeman was making his first run over the road at night and was standing in the center of the car, grimly clutching the seats to keep erect.

Suddenly the train struck a smooth piece of track and slid along without a sound. Seizing his lantern, the brakeman ran for the door.

"Jump for your lives!" he shouted. "She's off the track!"

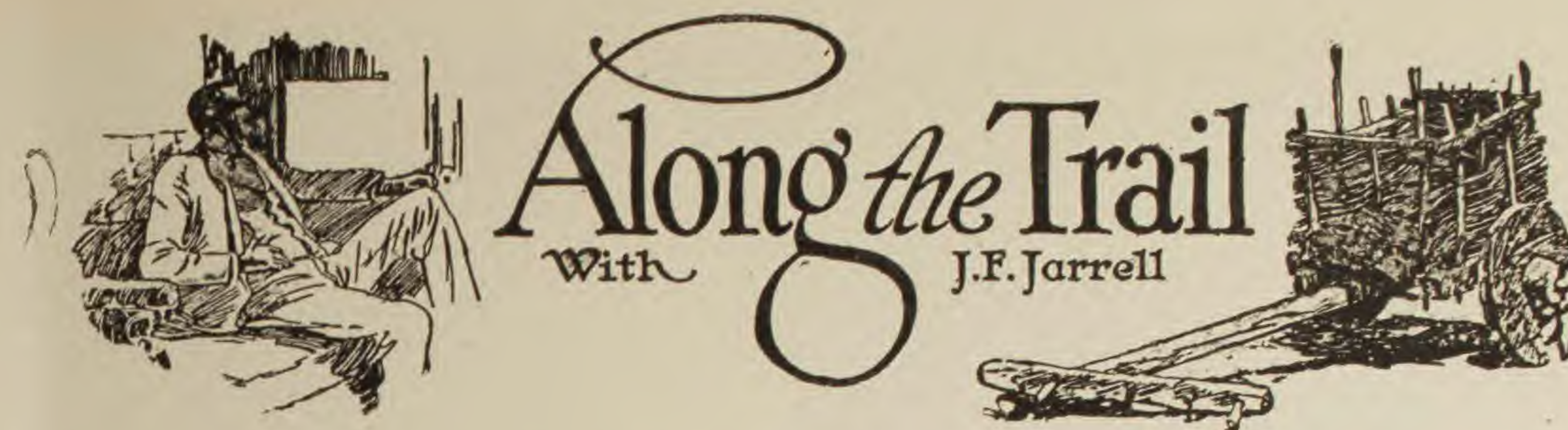


CAR DEPARTMENT EMPLOYEES, LOS ANGELES, CAL.



AUDITOR OF DISBURSEMENTS AND ASSISTANTS, TOPEKA, KAN.

Front row, left to right—William Trautmann, traveling accountant; G. F. Wettling, traveling accountant; E. R. Belt, general clerk; A. F. Free, assistant chief clerk; E. H. Bunnell, auditor of disbursements; F. A. Davis, chief clerk; A. E. Parker, head clerk, analysis department; E. J. Houston, head clerk, payroll and shop accounts; C. B. Rex, head voucher clerk; C. F. Johnson, traveling accountant; E. H. Alsdorf, head clerk, machine department.



The Santa Fe has moved into its handsome new passenger station at Silver City, N. M.

* * *

Oscar Rightmire, a "newsboy" operating on local Santa Fe trains between Hutchinson and Dodge City, is seventy-two years old.

* * *

The United States government has purchased five lots in the city of Raton, N. M., as a site for a proposed \$75,000 federal building.

* * *

Work on the new Masonic temple to be built by the Scottish Rite Masons in Tucson, Ariz., was begun on June 1. The structure will cost approximately \$125,000.

* * *

"Two Fairs for One Fare" seems to be a winning slogan for the Santa Fe, judging by the heavy ratio of traffic in favor of the Santa Fe as compared with other lines.

* * *

Franklin K. Lane, secretary of the interior, declares that of the arable land of this country only 27 percent is in cultivation, the balance being held for speculation.

* * *

Over five hundred claims have been staked out at Cactus Flat, sixty-five miles north of Silver City, where a gold strike was made recently, causing a great deal of excitement.

* * *

David D. Leahy, a veteran Kansas newspaperman, has retired from the managing editorship of the *El Dorado Republican* to become the political writer for Henry J. Allen's *Wichita Beacon*.

* * *

The chamber of commerce of El Paso will open an office in Kansas City for advertising purposes. Literature about El Paso will be given to every traveler who passes through Kansas City en route to the southwest.

* * *

The Empire Zinc Company is completing a large masonry dam near Cleveland Mines at Pinos Altos, N. M., for the purpose of impounding the flood waters. The dam will have a capacity of approximately 3,000,000 gallons.

* * *

R. W. Langford of Midland, Tex., claims to be the possessor of the largest peach tree in the world. The trunk measures 34 inches in circumference; it is 15 feet tall and has a

spread of 27 feet in diameter. The tree is of the Chinese cling variety and is loaded with fruit this year.

* * *

Coronado is now receiving its full share of attention and patronage from the thousands who are flocking to San Diego. Coronado is a beautiful little ocean-lapped island, cool and inviting. The center of its social life is the big hotel Del Coronado, now one of the most famous hostelrys in America.

* * *

At the time of going to press it is thought that by about June 10 the trestle and track which are being constructed to take the place of tunnel No. 15 near Bakersfield, Cal., which was burned out last month, will be completed and trains running over it. It is probable that the old tunnel will not be rebuilt.

* * *

A folder of much interest, both to Santa Fe men and to travelers over our lines, has just been produced by the advertising department. It is entitled, "Sights to See Along the Santa Fe," and gives in concise form information relative to various towns or territories of interest to the traveler.

* * *

The Santa Fe has incorporated the Oilfields & Santa Fe Railway from Cushing, Okla., west to the oil fields at Drumright, a distance of fifteen miles. For this purpose the Santa Fe has bought the Brown & Long Electric Railway, and some new mileage will be built in connection, but the new line will be steam.

* * *

Some idea of the manner in which immigration is pouring into eastern New Mexico may be gathered from the fact that 274 homesteads were filed upon in Quay County during the month of April, at Tucumcari, and nearly 300 were filed on in Curry County during the same period at the Fort Sumner land office.

* * *

The latest count in the Cushing, Okla., oil field records 3,172 wells. That was on April 3, and 157 wells were then drilling. The gas wells and "dry holes" in the field numbered 475. There were 614 wells in the "Bartlesville sand," which is the deepest known sand, lying in depths of 2,300 to 3,100 feet. From this sand is the greatest production.

* * *

"Diversified Farming in the Southwest"—a comprehensive and intelligently written treatise on how to win prosperity from the soil—

has just been prepared by H. M. Bainer, agricultural expert for the Santa Fe. This interesting and instructive pamphlet is being issued by the colonization department of the road and copies may be obtained therefrom.

* * *

The addition to the big Santa Fe elevator at Argentine will be of reinforced concrete and will consist of 28 cylindrical bins. Each bin will be 35 feet in diameter and 90 feet in height, increasing the capacity of the elevator by 2,062,000 bushels. The present elevator contains 72 similar bins. Wells Brothers of Chicago have been awarded the contract for the superstructure work.

* * *

Leo Williams of Deming, N. M., recently found ten wagonloads of merchandise in a cave in the Goodnight Mountains. Sigmund Lindauer, a veteran merchant of Deming, says that the merchandise was stolen from a wagon train in Magdalena Cañon thirty-five years ago when a band of Apache Indians made a raid, killed the white men in the party and carried off or destroyed all the property.

* * *

The Santa Fe, cooperating with the Kansas Agricultural College, ran a "Hessian Fly Special" over parts of the Middle, Panhandle and Western divisions during the week of June 7. The college furnished half a dozen experts, who told the farmers gathered at the stations how to put in their wheat in order to avoid the Hessian fly danger. H. M. Bainer, Santa Fe agricultural demonstrator, accompanied the train.

* * *

The Santa Fe has purchased the Oil Belt Terminal Railway from Jennings to Oilton, Okla., and the Cushing Traction Company, from Cushing to Pemeta. It will build a line connecting Pemeta and Oilton, also a branch from Pemeta to Drumright. When it is completed it will give the Santa Fe a direct line from Jennings to Cushing. The grading contract has been awarded to Michael Dougherty, Guthrie, Okla. The track will be laid by company forces.

* * *

Due to the controversy between the Reclamation Service and the water users in New Mexico along the Elephant Butte Dam project, the government shut off the water, whereupon an injunction was immediately filed by the water users' association. The injunction was granted and the government forced to turn on the water again. A committee from the water users' association is on a trip to Washington for the purpose of laying the matter before the secretary of the interior.

* * *

Judge John H. Harrison of Wellsville, Kan., was the first Santa Fe passenger into that town. The L. L. & G. line had been constructed from Holliday to Ottawa in August, 1870, and, at Olathe, Judge Harrison with his wife and six children boarded the first train run over the line, they being the only passengers. No rates having been fixed, there were no tickets on sale, so the conductor "guessed" that \$1.25 would be about right for the family

from Olathe to Wellsville. The towns had been laid out but were not yet named. Judge Harrison, who had been through the country a year before, stood on the rear platform and kept track of the scenery. As the train approached Wellsville he recognized some timber on the claim he had staked out, so the conductor let him and his family off. Judge Harrison has resided in the vicinity of Wellsville ever since, and is now in his eighty-seventh year.

* * *

To induce the boys and girls of Harper County, Kansas, to go into the stock and dairy business, W. A. Miller, president of the Citizens National Bank of Anthony, has offered to lend enough money to every boy and girl in the county to buy a dairy cow, notes to be given without interest for one year, at the end of which time Mr. Miller guarantees to accept one-half the gross proceeds obtained from the sale of the products of the cow during the time as full payment of the face of the note.

* * *

The town of Riverbank, in the San Joaquin Valley of California, its site marked only by a railway station five years ago, already has arisen to the dignity of city ways and luxurious tastes. It proposes to be on a main traveled tourist road. To accomplish this, the old Sierra wagon road to Tioga will be bought and improved. This road is fifty-four miles long, forty-seven miles of it being within Yosemite National Park. Properly improved, the road will be an easy mountain drive by auto to the Yosemite Big Trees.

* * *

An efficient railway agent at Silvis, Illinois, decided that he ought to save the loose grain scattered on the floors of the empty cars that came to the station for reloading. He built a rat-proof grain bin and had the sweepings of the empty cars put into it and then sold the accumulation for chicken feed. In four months the receipts from this source brought into the company's treasury the sum of \$267.55! That man evinced qualities which make certain his yet being heard of much higher up the railroad ladder.

* * *

The Santa Fe has put before the city council of Chicago an offer to provide the greatest commission market in the United States, covering a great tract of land almost in the center of the city, bounded by Sixteenth, Twenty-second and Grove streets and Wentworth and Archer avenues. The land alone is worth \$5,000,000, and \$5,000,000 more would be spent providing trackage, warehouses and other facilities for handling the great volume of butter, egg, poultry, vegetable and fruit traffic, of which Chicago is the center.

* * *

The New York *Commerce and Finance* says that Kansas continues to lead the union in wealth per capita. Following is the taxable valuation per capita in ten states: Kansas, \$1,629.61; Massachusetts, \$1,353.47; Ohio, \$1,305.30; Oregon, \$1,195.54; New York, \$1,146.08; Wyoming, \$1,106.69; California, \$1,-



LOGGIA OF THE VARIED INDUSTRIES BUILDING

THE SAN DIEGO PANAMA- CALIFORNIA EXPOSITION

ON MARCH 1, practically every first-class transcontinental train in the country was booked for from one to three weeks in advance, in from one to nine sections, with tourists bound for California. The let-up in travel is not yet noticeable, and the big travel months are still to come.

San Diego is calling them, and so is San Francisco, and so, most of all perhaps, is the great American West. Every ticket from eastern points allows stopovers limited only by the ninety days' period of the ticket.

San Diego is calling YOU. You have dwelt long in the midst of bustle and turmoil and strain of the twentieth century life, and like the rest of us you need a vacation—not the vacation you can get any year, but the kind you need, novelty, the thrill of new scenes and the incomparable beauty which the San Diego Exposition offers—obtainable this year at the lowest railroad rates in history.

The Exposition Beautiful at San Diego was built for you. It will pick you up bodily, and lift you out of twentieth century prose. It will transport you with a gasp to Old Spain of three or four centuries ago, to the plazas with their dancing girls, the patios with their limpid fountains and romantic balconies, the campaniles and domes of the cathedral and the bell towers of the missions. Every day in that loveliest of climates, where rose and orange

grow all the year, will be a happy day, and every evening a delight. More, the memory will never die. See your ticket agent NOW.

All
the Year
1915

1915
All the
Year

VISIT THE SAN DIEGO EXPOSITION BEAUTIFUL

095.13; Rhode Island, \$1,067.87; Nevada, \$1,067.20; District of Columbia, \$1,034.06. Missouri, a next door neighbor to Kansas, has a per capita of \$554.95; Nebraska, also next door, \$375.75; Iowa, close by, \$405.90.

* * *

Colonel George E. Bushnell, head of the government sanitarium at Fort Bayard, N. M., has planted a nursery of California redwood trees there. Some of these young trees now are fifteen feet tall. They have been grown from seed. Colonel Bushnell is a great student of botany, and he likes to experiment with plants. Some years ago he found a few beans in a New Mexico cave, which had been a human habitation a thousand or more years ago, and planted them. From this seed the aztec bean has been given to commerce.

* * *

The reputation for courtesy enjoyed by the Santa Fe is one of its greatest assets. Therefore in being uncivil to a patron any employe is injuring himself and the road rather than the individual who may be the object of the discourtesy. Thus, anyone accepting a Santa Fe paycheck and being discourteous is really a traitor to the company. That employe, however, who is constantly polite and accommodating not only has the internal satisfaction of having done his work well, but he is in the limelight more than he imagines, and reports of his conduct, both verbal and written, are sure to reach his superiors. A discourtesy to the humblest patron may indirectly blast a man's future advancement.

* * *

Seventy-five homeseekers from Chicago, in three separate parties, arrived at Tucson, Ariz., in their Pullmans recently. Their mission was to look over a little valley which had been reclaimed by irrigation, and this season much of it planted. From Tucson they went westward to examine the Salt River Valley. It has been a great winter and spring for homeseekers to be "shown" in Arizona. There has been an abundance of rainfall and valley and upland are clad in rich verdure. All this splendor the Chicago homeseekers saw, giving rapturous interviews to newspaper reporters. Some of the travelers joined the procession from Phoenix to the celebration at Roosevelt Dam, which was full for the first time since its completion four years ago, water flowing through the waste wiers.

* * *

Says Henry J. Allen in the *Wichita Beacon*: "Kansas has thirteen million dollars more on deposit in the banks than she had a year ago at this time. And in six weeks she will harvest 120 million bushels more of \$1.25 wheat

in spite of the Hessian fly. She will have for this year 30 million dollars worth of alfalfa, 20 million dollars worth of eggs, 180 million dollars worth of livestock, 75 million dollars worth of corn, oats and other cereals, 50 million dollars worth of fruit and garden sass, 200 million dollars worth of coal, lead, zinc and oil; she will graduate 25,000 high school students, 3,000 finished products from academies, colleges and universities, and, after paying for the gowns and flowers, she will have 204 million dollars in the bank. She will have one hundred thousand weddings in June with which to open the marrying season. Kansas does not look for an unusual year in any sense, but there will be prosperity enough to go around."

* * *

The total number of carloads of all kinds of revenue freight loaded on all Santa Fe lines and received from foreign connections during the month of May was 111,140, as compared with 110,232 for the same month of the preceding year, an increase of 908 cars, or .824 percent. The actual figures are as follows:

	1915	1914
Stock	8,311	9,904
Grain	4,847	4,153
Lumber	6,058	6,962
Perishable	7,922	7,524
Oil	7,226	5,388
Coal	6,170	6,393
Freight	70,606	69,908
	111,140	110,232

* * *

When the beautiful special train of fourteen Pullmans, carrying the members of the National Electric Light Association over our rails to San Francisco, reached Hutchinson, Kan., it was welcomed by a large number of business men, prominent among whom were the sheriff and three of his deputies, who arrested George Elliott, in charge of the association's trip. The sheriff charged the violation of a law prohibiting the bringing of beer into the state of Kansas. Elliott became very apprehensive, offering to subsidize the judge if one could be gotten down to the train and later trying to "buy out" the sheriff. Finally Harvey House Manager Maguire went on Elliott's bond, and, when everything had been arranged and the train was about to start, the electric light men were informed that there would be no prosecutions, as the little affair had been pulled so as to leave a lasting impression of Hutchinson. But, while being put through, the hoax worked out to perfection, and the travelers were a frightened bunch.



Among Ourselves

TEAM WORK

A cordial invitation is extended to for not only "Among Ourselves" all to contribute articles of interest but also the general news section

PERSONAL MENTION

W. L. Bradley has been appointed engineer of the Arizona Division, with headquarters in Needles, Cal.

F. H. Carpenter has been appointed roadmaster of the Western Division, with headquarters in Hutchinson, Kan., vice A. West.

L. T. Raymond has been appointed roadmaster of the Panhandle Division, with headquarters in Belvidere, Kan., vice Samuel McGaughey.

R. L. Pryor has been appointed roadmaster of the Panhandle Division, with headquarters in Hutchinson, Kan., vice F. H. Carpenter, transferred.

L. H. Lidger has been appointed road foreman of engines on the First District of the Arizona Division. Mr. Reynolds' duties hereafter will be confined to the Second District.

ALBUQUERQUE

(L. R. Campbell, care superintendent of shops)

Congratulations are now in order. E. A. Parkins has his new "runamileabout."

W. F. Short, general storehouse foreman, has been absent on account of sickness.

C. F. Stucke, erecting foreman, has gone to Jamez Springs, where he will take a much needed rest.

George J. Fleisch, general traveling storekeeper, after having completed his work at Albuquerque, has returned to Topeka.

Many of the friends of J. W. Crone, shop timekeeper, are congratulating him now. May 22 was the date of his little daughter's birth.

Friends of W. O. Gray, shop timekeeper, are glad to know that he is to return to his duties on June 1, after being absent on account of illness.

AMARILLO

(D. H. B. Todd, care auditor)

Leo E. Niggemyer, transferred from Fort Madison, is the new stenographer in the engineering department.

W. McNeilly has returned from a visit to Tennessee, where he was called owing to illness of his father and mother.

B. F. Moore, operator in the relay office, was called home in the latter part of May on account of the death of his mother.

Albert Lebeck, formerly stenographer in the general manager's office, has been transferred to a position as clerk in the treasurer's office.

Max Dietenbeck from Chicago has accepted a position as draftsman in the engineering

office. He takes the place vacated by J. A. Nobles, promoted to chief clerk.

J. A. Gillies has been appointed acting engineer in the Southern District, vice N. R. Cullings, who is on leave of absence. J. A. Nobles succeeds Mr. Gillies as chief clerk.

H. M. Bainer, agricultural demonstrator, states that according to investigations just concluded by him the wheat acreage of the Panhandle and Plains country of Texas is 15 percent greater this year than of 1914.

Mr. and Mrs. Thomas A. Noland are the proud possessors of a perfectly wonderful baby girl. Rose Mary Noland is the young lady's name. Father Tom, the head bookkeeper of the audit office, is all smiles.

F. A. Baird, formerly draftsman in the engineering office, has been transferred to San Marcial, where he will take a position as transitman. G. C. Jeffries, from the division engineer's office, takes Mr. Baird's place.

C. J. Green Jr., interline inspector in the audit office, was taken on May 23 to the Clovis hospital. He developed a serious case of typhoid. The doctors state the crisis of the case will not come till about June 3 or 4.

H. M. Sowle, the auditor's chief clerk, left on May 12 for the Topeka hospital to have a minor operation performed. The operation proved to be more trying than was anticipated, and Mr. Sowle was quite ill for some time. Our latest news from the hospital states that he is improving.

ARGENTINE

(M. A. Wolfe, gen. sec'y, R. R. Y. M. C. A.)

Born, to Mr. and Mrs. Charles M. Tansey, a fine boy.

Engineer Henry Decker has been laid up at home with an attack of rheumatism.

Harry Poley, engineer, has purchased a new automobile. So has Henry Hardine, engineer.

The flood waters of the Kaw River came within one inch of running over the yards recently.

Mr. and Mrs. Hap Janes were the delegates to the switchman's union which held a session in Buffalo, N. Y. Hap is the vice-president of the order.

Engineer and Mrs. C. A. Beeler have been in attendance at Cleveland, O., where the international convention of the "B. of L." were in session. James Helms, engineer, also was a delegate.

Charles M. Eversole, son of Engineer J. T. Eversole, died at the Santa Fe hospital in Las Vegas, where he had gone hoping to recover

from tuberculosis. For many years he had lived in Argentine and served as a switchman for the Santa Fe.

The Santa Fe Y. M. C. A. found that the new valve placed at the sewer entrance to the building was of inestimable benefit, as it prevented four feet of water from collecting in the building.

ARKANSAS CITY

(Art Smith, care assistant superintendent)

The overhead cables containing the wires running into the "DX" office have been taken down and put under ground.

Ed Hensey, from the master mechanic's office at Newton, has taken the position of head timekeeper in Master Mechanic Hill's office in place of Fred C. Hamilton, transferred.

Philip Clark has resigned his position as clerk in the superintendent's office to take a position with the New Era Milling Company at this point. Phil was married to Miss Helen Hunt on May 18.

Recent purchasers of automobiles are Engineer Gibson, Air Brake Inspector Croft, Boilermaker Foreman McNair and Roundhouse Foreman Roloson. Now they can buy the shock absorbers advertised in our magazine.

W. C. Nichles, machinist apprentice, has been transferred to Topeka to finish up his apprentice course. John Thomas and Ernest Lewis have been moved here from Topeka to complete their courses in the same department.

Mrs. W. T. Bloomhart and Mrs. H. S. Gibson, wives of two of our popular engineers, returned from Cleveland, O., during the latter part of May, where they have been attending the convention of the "B. of L. E. and G. I. A."

The hearts of the Oklahoma Central District train and enginemen are gladdened by the news that the engines on that district will be converted into oil burners as soon as possible. Engines 501, 502, 503, 504 and 505 have been ordered to Arkansas City for conversion.

N. H. George, general yardmaster at the south yards, is the oldest yardmaster in point of service on the Eastern lines. Mr. George first commenced working for the company in 1884. He deserves special praise on his records, which he has kept very accurately for many years without the aid of a clerk.

Francis LeRoy Hackley, general car foreman, passed away on May 23, at the Mulvane hospital after a short illness. Mr. Hackley entered the service at Arkansas City as air brake instructor in 1898. He was promoted to position as general car foreman in 1911. His untimely death was a severe shock to his many friends and particularly to his fellow employees who extend their sympathy to the family.

ASH FORK

(M. S. Nelson, care telegraph department)

Frank Sperger has relieved Bob Colescott, night baggageman, who is on leave of absence.

The telegraph force at Williams has been increased by one man. H. W. Schwenkert is the new operator.

The dance given by Messrs. Curto and Byers of the mechanical force here on May 22 was

a big success. The music was furnished by the Santa Fe orchestra of Winslow.

R. R. Howard of the Escalante news service has been transferred to El Paso. J. H. O'Reilly is relieving.

The Ash-Fork helper service has added one crew. The addition is E. L. Hosler, engineer, and W. P. Vanderbeck, fireman.

Miss Florence Van Marter, operator from Manuelito, has relieved J. C. Kelly at Flagstaff, who is on leave of absence.

P. A. Sawyer, night hostler, has been transferred to a regular run, firing a passenger train from Winslow to Seligman.

J. A. Conroy is the new man at the lunch room. He has relieved H. Peterson, who has gone back to the farm in Nebraska.

W. A. Farren has relieved B. H. Sutherland, operator at Seligman, who has been transferred to Perea, relieving Operator Rose.

BAKERSFIELD

(V. Van Riper, care division foreman)

The friends of W. B. Hemme, switch engineer, will be sorry to hear of the death of his wife. We all join in extending to him our deepest sympathy.

J. E. Graffius, assistant head timekeeper, is leaving the service to accept a position with the city of Bakersfield as city auditor. We wish him the best of success. N. E. Price, formerly at Chanute, succeeds Mr. Graffius.

Some one walked into the home of W. J. Jones, machinist, and when leaving managed to induce a brand new typewriter to follow him out. Jones immediately got busy, and with his trusty "44" he took up the trail. He advises that when he located the guilty party it was not necessary to use the gun to make the miscreant give up the machine.

CANADIAN

(T. L. Kintz, care agent)

(T. W. Carver, care yardmaster)

Brakeman Morris is moving his family to this city.

L. N. Bledsoe, switch engineer, is on a thirty-day leave of absence. J. J. Hornback is in his place.

Engineer Maupin's wife and her sister, Miss Dess Parks, a member of the Fred Harvey staff, are visiting friends in Chicago.

Mrs. Maxwell, wife of Agent Maxwell of Slaton, was visiting friends here during the month. Mrs. Maxwell formerly lived in Canadian, but was then known as Miss Bernice Hubbard.

CHICAGO

Miss Esther L. Mugan and Miss Esther Anderson of THE SANTA FE MAGAZINE are spending their vacation taking in the fairs.

Messrs. Hunter, Laughlin and Laverty of the purchasing department are doing special work in Topeka in connection with reports required by the Interstate Commerce Commission.

W. M. Donaldson of the general auditor's office received a message stating that his younger brother, Bert, had died in Vancouver, as the result of an auto accident. Billy left here on the first available train. Bert, who was only twenty-four years of age, some years ago worked under Mr. Statler, manager of

Hamilton Watch

The Watch of Railroad Accuracy



THESE fast-train Engineers, Conductors and Trainmen, and thousands more, carry the Hamilton Watch because they can depend upon its accuracy.

When you buy a Hamilton you follow the judgment of thousands of men engaged in work similar to your own. They made no mistake in choosing a Hamilton and you will make none.

Write for the Hamilton Watch Book
—"The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone, (in Canada \$13.00) up to the superb Hamilton Masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new railroad Hamilton. A Hamilton movement can be fitted to your present watch case if you desire.

HAMILTON WATCH COMPANY
Dept. 37 Lancaster, Pennsylvania



the telegraph office, and later left with his folks for Vancouver. Indicative of the high respect in which he was held here, over thirty beautiful floral wreaths were sent from friends.

Our sympathies are extended to John Clark, whose only daughter passed away in Florida. Mr. Clark, who has been in the president's service for thirty-eight years, is well known and respected.

James Kiley, who has been working for some time in Corwith and who has so many friends all over the system, has left the service to take employment in Kansas City. We hope he will prosper in his new field.

James A. Turner, proprietor of the Railway Exchange barber shop, has recently installed new equipment at an expense of several thousand dollars. In connection with first-class service this makes Mr. Turner's shop one of the best in the loop.

One of the boys received a paper from Friend Ford in Louisiana, said paper containing a dispatch from Chicago stating that snow fell here on May 18. Sure, we had a few flakes, but they were so few that they got mixed with the corn flakes for breakfast.

Messrs. Ross and Strachan of the chief engineer's office angled two gunny sacks full of fish in a two-day trip to Northern Michigan. The boys gave a fish dinner at Thompson's restaurant. One young man, Swords by name, of Mr. Storey's office, arrived late and was served one sardine on a lettuce leaf.

The engagement of Miss Florence Mildred, the charming daughter of Ernest S. Rice, to Earle F. Ruther is announced, the marriage to take place on Wednesday evening, June 16, in the Rogers Park Methodist Episcopal Church. The bridegroom is a fine young man employed in the office of the general manager of the Chicago & Northwestern Railroad. Miss Rice, though young, is highly accomplished in several studies, and but recently in a tour of America she won much praise as a lecturer on the Southwest and its different races.

CHILLICOTHE

(M. J. Santry, librarian)

Ed Judy, engineer, is on the sick list.

Brakeman Harris has been assigned to the Chillicothe-Streator local.

Fireman Glenn's wife died on May 10. Mr. Glenn is left with three small children.

John Beiber, hostler at the roundhouse, has gone to the company hospital at Fort Madison for treatment.

Will Behrens, clerk in the superintendent's office, has left to accept a position in the superintendent's office at Las Vegas, N. M.

Mrs. Clare Beach has been released after being confined to her home for several weeks with smallpox. Mrs. Ralph McGregor will be released from quarantine this week from a case of scarlet fever, which their baby had. Mr. Beach and Mr. McGregor are clerks in the superintendent's office.

CLEBURNE

(A. P. McMinds, care superintendent)
(R. H. Adair, care general car foreman)
(J. W. Fisher, care general car foreman)

Everybody is hustling in anticipation of the grain rush.

Forrest C. Booher of the superintendent's office is on the sick list.

H. L. Ezell, coach carpenter apprentice, completed his apprenticeship on May 10.

P. L. Thornton and R. L. Ferguson are the new car department safety committeemen.

The marriage of Miss Louise Baecht of the store department to B. S. Horton of Cleburne took place on May 30.

M. Austin journeyed to Brownwood about the middle of the month, where he acted as one of the principals in a marriage ceremony.

The bridge and building department has removed a great part of the overhead timbers in the old mill, and are preparing to support the roof by means of pillars.

R. L. Beckwith and H. E. Graves, chief clerk and bill clerk, respectively, in the general car foreman's office, have been compelled to lose considerable time from duty on account of sickness in their families.

Erich E. Schmitz, who has carried the shop mail at Cleburne for the last ten months, resigned on May 22. Employees of all departments at Cleburne greatly miss the "Kaiser," as he is known.

M. F. Cheney, chief clerk to J. V. Clifford, trainmaster, has resigned to enter business for himself. J. E. Starnes of the Cotton Belt at Mt. Pleasant has accepted the position vacated by Mr. Cheney.

Safety Commissioner Hale's motor car has been in shop here receiving general attention. John Voerge says he prefers it to a business car, and Mr. Mudge is using it as a model to make one for himself.

G. O. Baird has been assigned to the Gulf Lines as traveling car clerk, with headquarters at Cleburne. Guy is by no means a stranger at Cleburne, having held a number of important clerkships in the car department in years past.

G. S. Weiler, general car foreman, and W. O. Hammond, air brake foreman, have spent the greater part of the last month on the Southern, Beaumont and Galveston divisions looking after the "100 percent air" situation at Temple, Silsbee, Somerville and Galveston.

Among those who deserve favorable mention for long and efficient service is J. C. Andrews, shop watchman. Mr. Andrews entered the service as cattle inspector in April, 1899, and has since that time been employed as stockroom foreman, timber inspector, claim adjuster and watchman. He was made watchman in 1904. Mr. Andrews was 71 years old on May 31, on which occasion he was presented with a fine panama hat by his associates as a slight token of their regard for him. Mr. Andrews is a Confederate veteran. He was twice captured. The first time he was a prisoner seven months before being exchanged. The second time he was in prison fifteen months before being released. He came to

Youth's Springtime

—can be maintained well beyond the forties if one preserves the elasticity and bounce of health by proper living.

The secret is simple—food plays a big part.

Without question the condition of early "old age"—indicated by lack of physical and mental vigor—is often caused by a deficiency of some of the vital elements in the daily food—usually the mineral elements.

These elements—potassium, iron, calcium, phosphorus, etc.,—abound plentifully in nature's food grains, but modern cookery denies them both as to quantity and right proportions for building and maintaining well-balanced bodies and brains.

Recognizing the need for "complete" nourishment, an expert, some eighteen years ago, perfected a food containing all the rich nutriment of wheat and barley, including full-quantity, well-balanced mineral values, in true organic form.

That food is

Grape-Nuts

—sold by grocers everywhere.

This famous ready-to-eat food has won remarkable favor, and its success is based wholly upon long-continued use by thousands of thinking people.

One can ward off premature old age and retain youthfulness by right living.

"There's a Reason" for Grape-Nuts



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Built for Speed, Mileage and Endurance

THIS delightful open model with its "sporty" roadster lines makes a direct appeal to all who want a car of snap and power. The same high-grade construction is found throughout that is characteristic of all Chicago Electrics.

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THROUGH THE "KINGDOM OF
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\$3.50 PAYS ALL
Transportation
EXPENSE
Including All Side Trips
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Los Angeles to
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And All Their Scenes
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Tours of Mission Inn, Sherman Indian
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Drive over beautiful Smiley Heights with magnificent
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Purchase Tickets and make reservations at Infor-
mation Bureau, Main Floor, P. E. Building, Los
Angeles or PACIFIC ELECTRIC STATION,
PASADENA.

GET ONE OF THE NEW FOLDERS
PACIFIC ELECTRIC RAILWAY

Cleburne sixteen years ago. He has been a member of the Knights of Pythias eighteen years and a Mason over fifty years.

CORWITH

(T. J. Berryman, care scrap yard)

The shops at the scrap yard are being rapidly rebuilt, and it will only be a short time until they are running full force again.

Andrew Graham, foreman at the scrap yard, married Miss Amelia Rush on June 2. Mr. Graham's many friends extend their best wishes for a long and happy married life.

Mark Cassells, employed at the scrap yard for the last six years, died very suddenly on May 16 of blood poisoning. He leaves a wife and family, who have our deepest sympathy.

DALIES

(C. L. Conway, operator)

John V. Ament, day pumper, is in the hospital at Albuquerque with the grippe.

L. E. Burgett, section foreman at Rito, has resigned. E. Bjakback is in charge of the section.

C. A. Koser, second trick operator at Suwanee, is taking a thirty-day leave of absence. Harry Greer is relieving him.

A. P. Jump, section foreman at Felipe, and William H. McNutt, section foreman at North Guam, have traded sections.

DODGE CITY

(L. E. Shuteran, care telegraph department)

Otto Streater, operator at Nickerson, has been sent to Speareville to relieve A. J. Pederson, who has been appointed third trick operator at Great Bend.

George Rieghard, switchman, is the proud father of a big baby girl, born on May 20. Switchman V. L. Robinson announces the birth of a nine-pound boy, born on May 24.

Frank Walen of Anderson's force is acting as librarian here until Superintendent Busser can procure a permanent man to take charge. V. C. Cash, who had been librarian for only three months, died suddenly on April 28 from heart failure.

The telegraph office at Dodge City is arrayed with new No. 10 Remington typewriters. Two new machines have been purchased this month, one by H. G. Ofcht and one by L. E. Shuteran. This makes nearly all machines used in this office of the same kind.

George H. Barse, conductor, who for many years had been running on the California limited between Kansas City and Syracuse, Kan., while on his westward trip on May 9 was a victim of a stroke of paralysis. He was taken to the Santa Fe hospital at Topeka, where another stroke followed, resulting in his death.

T. R. Woodward, special agent for the Western Division, was at Great Bend on May 26 when a near cyclone struck that city and vicinity. He says he was very tired and retired early. The night before the rain had been falling for some hours. About five a. m. a tremendous windstorm came up. When the brick building began to shake he decided it was time to dress and move. The water was standing over three inches deep in the streets.

Send Us \$1.00
and get
3 Outfits
13 Pieces
On Credit



\$7.50
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Open a
Charge
Account

13 Articles in All \$4.90
All Charges Prepaid
3 Genuine De Luxe Silk Striped Shirts
3 Detached Silk Embroidered Monograms (Any Initial)
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3 Long Four-In-Hand Ties, To Match Shirts
1 Salt Water Pearl Soft Collar Link
\$1.00 Down
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Shirts are Jaquard De Luxe Silk Stripe, soft, rich and silky in texture. Wash perfectly. Made in popular coat style. French double cuffs. Left breast pocket. White background with neat colored silk stripes. Three assorted colors to the box—blue, lavender and black. Stunning silk monogram free with each shirt. Collars and ties of same material and colors. Sizes 14 to 17½. Be sure to state size and initial wanted.

Use your credit with us. Open a charge account and buy all your clothes on small monthly payments. The easiest way to be well dressed.

Send money order or \$1.00 bill for this fine shirt outfit. **Money back if you are not satisfied.** Order by **No. A-7**. If you don't want the outfit, send, anyway, for our **Free Style Book** of men's, women's and children's wearing apparel.

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Gentlemen:—Please send me your shirt outfit No. A7. I enclose \$1.00.

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Name.....

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PARK & TILFORD'S MI FAVORITA

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A number of plate glass windows were being demolished, but Woodward made his escape to the Santa Fe depot uninjured.

EL PASO

(G. W. R. Yost, manager telegraph department)

Mr. Gilliard, office stenographer, has resigned to engage in commercial work.

General Yardmaster Bulger is a delegate at the Eagle convention, now in session at Beaumont, Tex.

Constitutionalist lines still are out of business so far as moving commercial freight or passengers in and out of this port is concerned.

A. J. Beevers, local cashier, has returned from California, where he took his wife and where he later was recalled on account of her severe illness.

Fire broke out in storage house sheds in back of the freight house. It consumed a carload of baled hay, but left untouched about twenty-five carloads of sugar.

While backing empties on the river track the yard crew pushed a car over a Mexican boy, who had been too interested in watching a baseball game to notice his position.

FRESNO

(D. W. Jones, care superintendent)

Wanted to know: where Emil Oetzman, water service man, buys his perfume.

B. E. Brown, bridge and building gang foreman, is in the hospital suffering from appendicitis.

Bruce Jackson, the bridge and building clerk, is mourning the loss of his better half and baby. They betook themselves back to Kansas for the summer. Cheer up, Bruce, there are others in the same boat.

Pat Reardon, section foreman at Antioch, was the proudest man on the division because he had an educated goat. Last week the grass killer outfit went over the division, and consequently sprinkled the right of way near Antioch. Pat Reardon Jr. (the goat) thought that he saw sugar sprinkled on his bread and partook himself of a square meal. Well, poor Pat's pet is somewhere in goat heaven or h—.

GALLUP

(V. J. Jaeger, care trainmaster)

Bill Bridges has gone to Frisco. He's gone but not forgotten.

P. J. Henneberry, a German from Cork, is a new addition to the switching force.

Switchman Charles W. Davis has resigned and accepted a place as deputy treasurer of the county.

Gavin Mallette married Miss Agnes Bailey, the popular daughter of Frank Bailey, engineer. Congratulations are in order.

Paul Pierce of the local Harvey force recently joined our ever-increasing list of benefactors. He married Miss Bache of Winslow the middle of last month.

We had so many weddings recently that we may have forgotten some. Art Sherer is responsible for one. He pilfered the affections of Miss Frances, formerly cashier for Fred Harvey at Albuquerque.

Antonetta Shafer, familiarly known as Peggy, is spending a well earned vacation on

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This remarkable offer is **positively restricted to a limited number** and is for a short time only. As soon as a certain number of lessons have been given away free we shall be compelled to withdraw the offer. **So don't wait a minute.** Send your acceptance **at once.**

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We have graduates in every quarter of the globe who are successful Doctors of Mechano-Therapy and are daily demonstrating the wonderful efficiency of our methods. H. S. Peters, M. T., wrote us three months after graduation: "Booked over \$70 new business in **one** day." E. S. Stout, M. T., writes: "I make \$25 to \$30 per day without advertising." Sarah Higdon, M. T., located in a small town in Oregon, wrote six months after graduation: "I have an office in town and treat seven and eight patients **every** day." At this rate Dr. Higdon's income will be \$5,400 for her very **first** year in practice. A lady graduate located in an Eastern city recently wrote: "I made \$80 in the last four days."

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Are you satisfied—contented—healthy—happy in your work—making all the money you want? Wouldn't you like to be established in a pleasant, dignified profession—one in which there are boundless opportunities for you to become rich and influential—master of your own and others' health and happiness? Then accept this wonderful free offer at once.

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the coast. As head waitress at the Harvey House she is being relieved by Miss Stella Vaughn, formerly of Winslow.

Harry Franklin, who spent a year and a half of happy days here, is now at Winslow, where he entered the boilermaker apprentice class. Harry's heart must still be here, judging from the bulky letters a certain young lady receives daily.

Rumor hath it that ere this issue of the magazine appears still another of Gallup's young men will desert the pleasantries of

bachelorhood. Charlie McQuade is the guilty party, but there is some excuse for his actions on account of the prize he is winning.

W. A. Grogan has moved his family here from Amarillo. "Bill" says Harvey "chuck" is good, but wifey has the world beat, and promises to let us sample some of it after he gets settled. Being a past master in judging culinary art, we shall be glad to accept.

GALVESTON

(W. G. Price, care auditor)

(D. J. Sweeney, care general manager)

Mrs. K. C. Hover of the "P. R." department is fast recovering from an illness which kept her confined to her home for several weeks. We trust that Maggie will find her at the office reading the June issue.

Joseph Garnett is now the claim adjuster at Temple. He succeeds E. C. Miller, who came here to fill the vacancy left by the resignation of F. B. Holland. F. B. is now running the Temple Sanitarium. R. T. Hardy has taken Mr. Garnett's position.

KANSAS CITY

(L. E. Dubois, care agent)

Cupid has ensnared another couple. Irving F. Strohmeier of the night force and Miss Helen Hibbard were married on April 28.

Bill McKinley, formerly night ticket clerk at Topeka, is now working in the city ticket office as relief ticket clerk. He will stay there throughout the summer season.

C. N. Stitt of the revising bureau had the sad misfortune to lose his mother, and Miss Roberta Woolf, her father. Floral offerings were sent to both by their co-workers.

The stork has been active this month. Lester Gregg, soliciting freight agent, came along with the news of the arrival of an eight-pound girl at his home. A few days later Edward Love, soliciting freight agent, not to be outdone, proclaimed the arrival of Edward M. Love, the third; weight twelve pounds. Passenger department take notice.

LAS VEGAS

(L. T. Swallow, care agent)

(J. H. Bell, care roundhouse foreman)

(Mindon McGee, night roundhouse foreman)

L. T. Swallow, night ticket clerk, is on leave of absence.

Miles Flaiz is relieving L. T. Swallow as night ticket clerk.

Superintendent Myers' family has gone to California for the summer.

Machinist helper Gates has resigned. His place is being filled by M. J. Crowley, caller.

Matt McCall has been promoted to day caller. L. Ward has taken the night caller's place.

R. A. Prentice, chief dispatcher, is on leave of absence. First Trick Watson is acting in his stead.

Al Jarrell, machinist, and Miss Ethel Mahon were married on May 4. We extend congratulations.

Walter S. Bland, ex-roundhouse clerk, died on May 29. Mr. Bland had been ill a long time. We extend sympathy to the family.

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IN the "UTILITY" One Piece Overall, for Enginemen, Signal Men and Machinists who appreciate highest class, guaranteed material and workmanship.

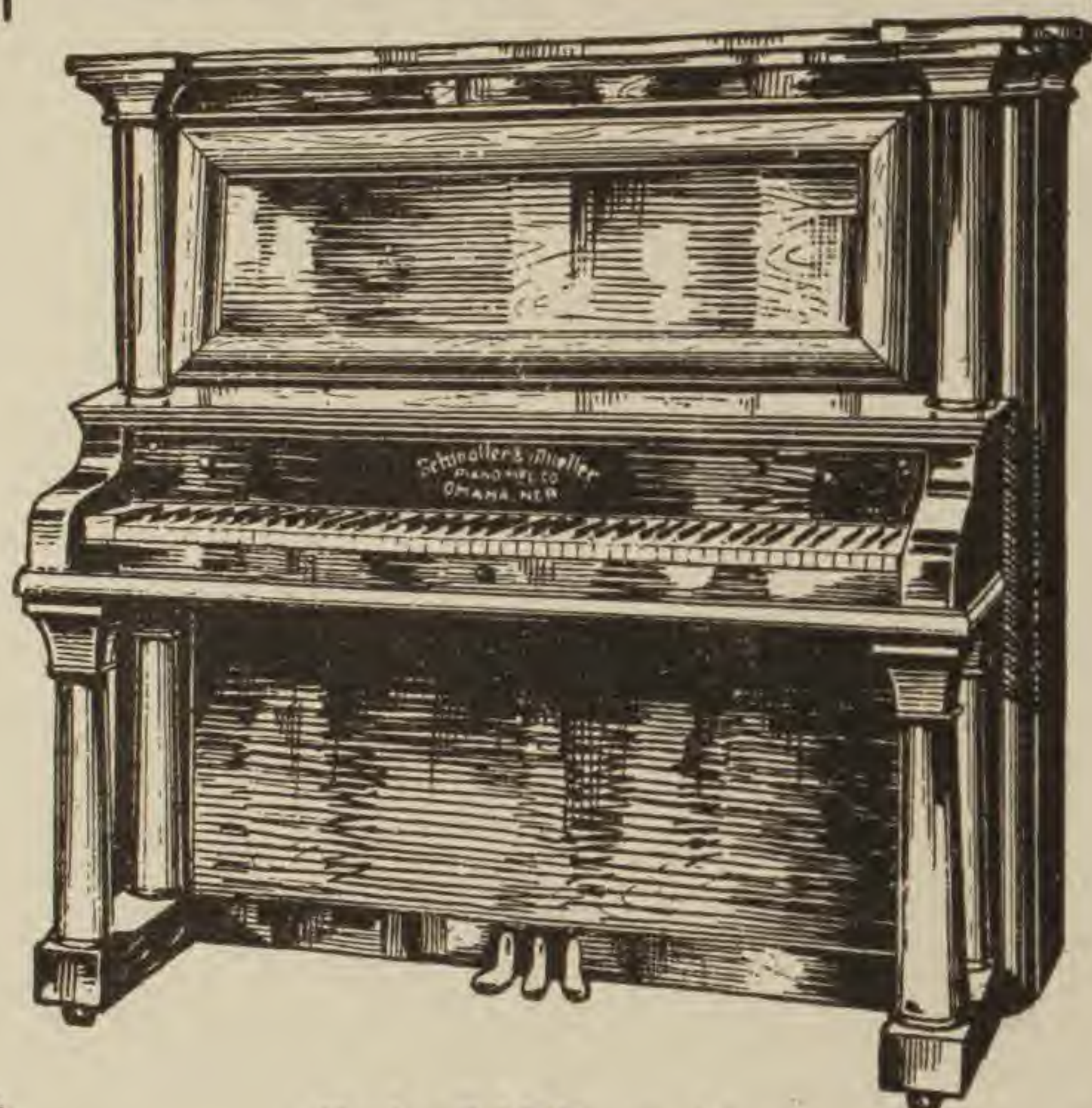
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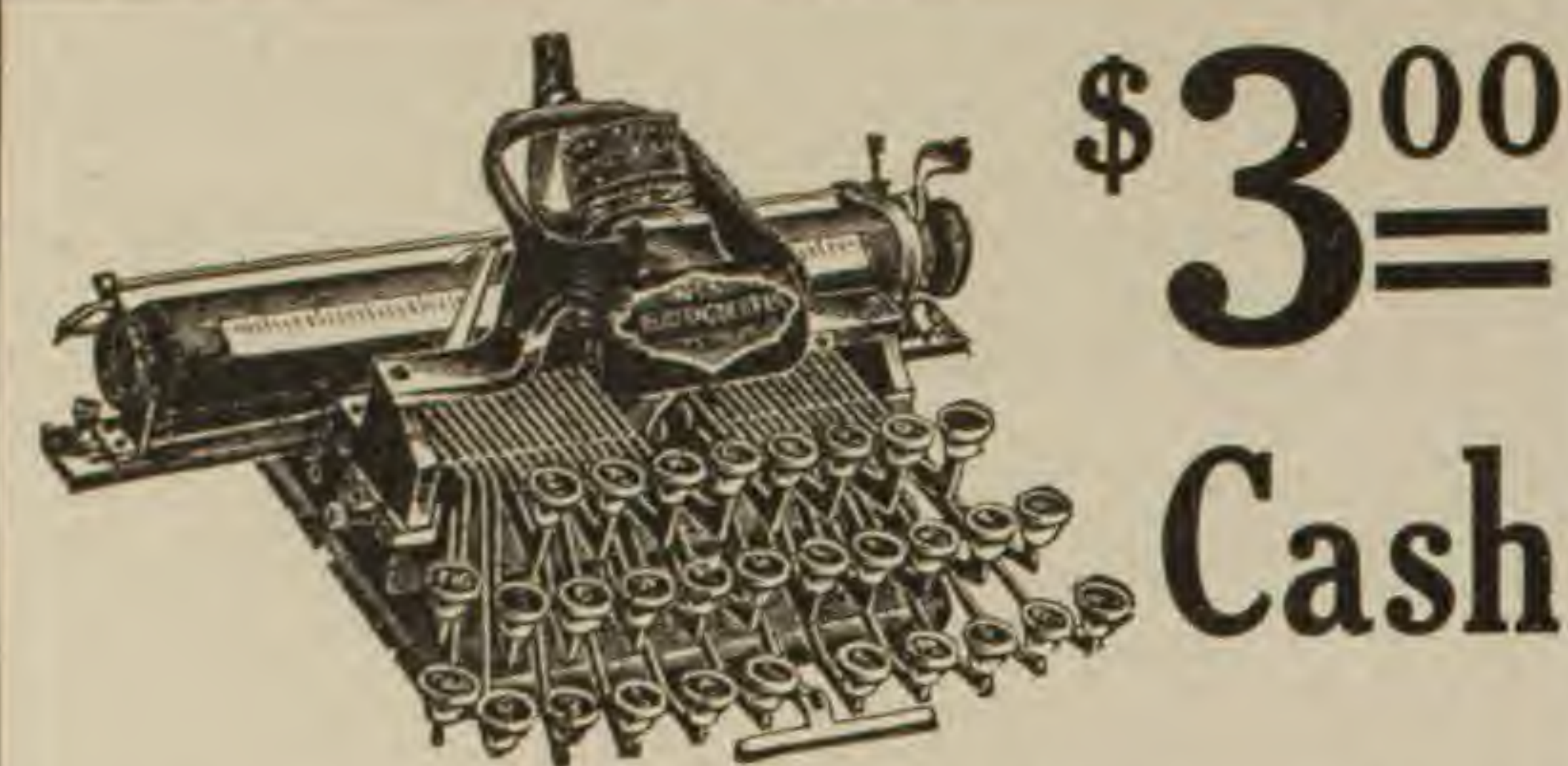
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The World's Advance

241 Fourth Avenue
NEW YORK CITY



LOS ANGELES

(W. C. Fowles, care agent)

(C. E. Lehmer, care auditor)

(G. W. Jones, care telegraph department)

B. F. Rosenfelt, warehouse foreman, has received an annual Coast Lines pass. He has been in the service for twenty-seven years.

A. L. Westinhaus, yardmaster clerk, and Brakeman Middleton have just returned from a meeting of the O. R. E. at San Francisco, where they went as delegates.

Brakeman J. W. Strayhorn has resumed work after several months enforced lay-off on account of an injured shoulder. Harry Morrissey, brakeman, is back on the job after several weeks of wrestling with a carbuncle on his neck.

Conductor William Goodroe has forsaken the calm and quiet life of a freight conductor and has entered into the ranks of the hustling and strenuous passenger conductors. He is handling the pasteboards between here and Bakersfield on the Saint and Angel.

E. E. McCarty, trainmaster, has his hands full nowadays trying to supply the crusher at Butler with cars, as it is turning out a tremendous amount of crushed rock these days, and the necessary cars are hard to pick up. This is a good indication that business is improving.

OAKLAND

(M. Gray, care agent)

An agents' meeting was held at the Hotel Oakland during the second week in May. R. A. Podlech, agent, was in attendance daily.

Since the last notes from Oakland, Howard Fisher has become the proud father of a baby girl. The usual felicitations were extended him.

The Oakland force is expecting to move into the new home at Santa Fe wharf. Work there is practically completed and all that remains is to pack our trunks.

R. E. Biggs, cashier, is maintaining a farm-yard at his home in Alameda. He says all readers of Maggie are at liberty to apply to him for information regarding the raising of rabbits, fowl and bluejays.

OKLAHOMA CITY

(C. E. Martin, care agent)

James Riling, baggageman, is back after an extended stay in the Mulvane hospital.

F. J. Best, agent, attended the system information meeting at Dallas on May 1.

F. W. Biddinger and his paint gang have completed putting a new dress on the office.

H. G. Haas, for several years chief clerk here, has resigned to become the agent of the principal station on the oil fields and the Santa Fe at Oilton, Okla.

The Santa Fe succeeded in securing a shipment of forty cars of horses going to Lathrop, Mo., on June 1.

E. P. Martin, formerly abstract clerk here, and brother to Inspector Martin, died on May 15 in Phoenix, Ariz.

Thieves maliciously broke into the private office of Mr. Buskirk, and filched the brand new bicycle owned by Switchman Reedy.

REDLANDS

(A. T. Muirhead, warehouse foreman)

Roy Hilton, cashier, has taken the final examination and now is a full fledged operator. Rex Whittemore is holding down the yard job and is in the warehouse and the baggage room.

The signal crew have had a busy time at Redlands putting in new poles and lining up the sections.

Student Operator Charles Wagner had the mumps. He has a slight pallor around the gills but says he feels O. K.

D. M. Crosby, operator, is back on the job feeling as good as new after a lengthy sojourn in our hospital at Los Angeles.

We are in receipt of a nice new rail bar for which we wish to thank J. B. New, scale inspector. He says our scales are always O. K.

H. J. Heancy, operator, is the main guy at Devore station, where between trains he brushes the jack rabbits off the station platform.

The loop seems to be very popular these days. Redland station is getting her full share of tourists. As a rule everyone seems to be delighted with the service and with our new steel cars.

This season promises to be the longest ever in the orange business. The late Valencia crop will keep the golden fruit moving over the Santa Fe almost until the new crop is ready to harvest in December.

The following dialogue took place between Ticket Clerk Gilmore and a Jap, over the telephone: "Hello! This Santa Fe?" "Yes." "What time you have train Liverside?" "Next train leaves at 7:25 tomorrow morning." "Have you not train leave right away?" "Yes, if you can get to the depot in a minute. The Riverside train is now here." And the Jap replied, "All lile; hold train your station. I be down in ten minutes."

RICHMOND

(P. Price, care agent)

(E. D. Murphy, care master mechanic)

R. Moore of Bakersfield is inspecting "Icers" and "Vents" at Richmond during the tie-up. He was transferred from Bakersfield.

Eddie Clark, former timekeeper at Fresno, is now "anserin" 'em for Roadmaster Culveyhouse. We're glad to have Eddie with us.

W. F. Nesbitt is mastering the mysteries of the day, second desk, relieving George Belding, who is doing the same thing on the first desk.

Mrs. H. L. Shannon, wife of Operator Shannon, was called east suddenly to the bedside of her mother, who is stricken with paralysis.

Jay McCray, former weighmaster, is growing watermelons in Kansas. Homer Clements, a transplanted Texan, is now balancing the beam and collecting gross weights.

Tunnel No. 15 in the Tehachapi Mountains burned on May 14. This necessitated detouring 15 and 16 over the Southern Pacific Coast Lines, transferring passengers around the tunnel, running a few stubs, and so on. There was little trouble.

W. B. Trull, agent, attended the meeting of the Pacific Coast Freight Agents' Association

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The new Federal Electric Lantern

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Two to Four Years to Pay

The easiest kind of terms: weekly, monthly, quarterly or yearly payments to suit your convenience.

All middlemen, jobbers, dealers and agents profits cut out. No charge for salesroom expense for my office is in my factory. These are some of the reasons why I can sell the Evans Artist Model Pianos for such little money. Let me send you the other reasons. Write today.

30 Days' Free Trial

We allow all freight charges, let you use the beautiful Evans Artist Model Piano for thirty days free. If you are not entirely satisfied, we will take it back without any cost to you—you are the sole judge to decide. If you want to keep it, you may do so on our low factory wholesale price on most convenient terms.

Free Music Lessons

To the first customer in each locality we will give a two years' course of piano instructions free. Ask about our insurance plan and our method of saving you money. Write today.

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Please send me your wholesale price list and catalogue of the Evans Artist Model Pianos.
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Every railroadman in the whole country should wear this shoe. It gives satisfaction.

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SINGLE OR
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The Largest Retail Store in Kansas

Each time you spend a
dime get at least
one *J.N.* green
trading stamp



Whenever a thing comes from "CROSBY BROS." you know it is the best at the price

held in Oakland during the week beginning with May 10. The meeting was in the Hotel Oakland. A fitting place to thrash out the complex transportation problem. Public officials of Oakland took much interest in the meeting.

SAN BERNARDINO

(H. C. Shaw, care superintendent of shops)
(E. A. Sloan, care transportation department)

Ed Faulkner is now the proud father of a girl. He assumed the title of father on April 19.

Friends of Lee Moore, formerly stenographer to the general locomotive foreman, will be grieved to learn of his sudden death in Kansas.

Walter J. Johns, shop timekeeper, has resigned on account of the state of his health, and has completed arrangements to return to Wales.

The force on the repair track established a new record for output of refrigerator cars by turning out 201 on May 12. The previous high record, made some two or three years back, was 186.

L. M. Blankenship, who was formerly a clerk here but is now with Mr. Harlow in Richmond, is now a father. His young daughter's name is Mina Blankenship. She arrived on the 14th of April.

The lure of spring and the promptings of Cupid were too much for the only two bachelors among the shop timekeepers; William Chute in the tin shop and F. F. Fichtthaler on the machine side were married in April.

Owing to the resignation of W. J. Johns, shop timekeeper, H. W. Knitter, formerly a bonus clerk, but for the last two years a farmer in Idaho, was appointed to the position of relief timekeeper to succeed J. S. McClellan, who has been promoted to the desk vacated by James Kilian, who succeeds Johns.

SAN FRANCISCO

(J. W. Milner, care agent)

Mr. J. Barbee has laid off indefinitely because of ill health. We are glad to hear that he has already benefited by the rest.

Bob Egry, telegraph operator, has had to take up his residence at Visalia for his health. We sincerely hope he recuperates quickly.

The street car lines are being diverted across Third street bridge and along Channel street. Double tracks will be laid across the bridge. The cars presently will stop right at the door of the local freight office.

The Santa Fe members of the local O. R. E. recently enjoyed a banquet and entertainment. It was a well attended affair and was much appreciated. Definite progress is reported with our local branch, both as to work done and increase in membership.

TEMPLE

(H. E. Leake, care chief dispatcher)
(C. D. Wolfe, sec'y, R. R. Y. M. C. A.)

Ernest Seiders has again returned to the Santa Fe.

The addition to the Santa Fe hospital is progressing rapidly.

The regular "O. & S. D." meeting recently was held at the Y. M. C. A. A large number

We Will Start You Right ON A FORTY-ACRE FARM

How would you like to own 40 acres of new, clean, strong land in the heart of California—equipped, ready for the plow!

Let me show you how you may purchase such a tract, with complete pumping plant for irrigation, necessary farming implements, and trees and seeds all selected and adaptable to the soil!

This land is located in one of California's richest valleys, close to central markets, with good transportation facilities.

The equipment is included in the price of the land and establishes the buyer at once upon property which will yield return crops the first year. No guess work. No unexpected expenses.

HOMESEEKERS! Post yourselves upon land values, conditions of soil, necessity for cheap water irrigation, most profitable crops, etc. Engage expert counsel. A small amount for expert advice before you buy land may save you hundreds of dollars. My experience as Deputy State Horticultural Commissioner of California and Expert, United States Department of Agriculture, makes it possible for me to be of great assistance to prospective home-seekers. References furnished.

Write at once for full particulars. Address

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The Jones Weather-Proof Railroad Crusher supplies the need as no other hat can. Absolutely weather-proof with a soil-proof sweat. This is a soft felt hat designed especially for conductors and trainmen who find it convenient to roll it up and place in a grip while on duty. Heavy enough to be durable, sufficiently light to be comfortable.

PRICE \$3.00

See them at your hatters. If he will not supply you we will send prepaid, on receipt of Express or P. O. Money Order. Do not send local or personal check. Mention size wanted and your dealer's name. Black only.

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of agents and other employes were in attendance.

A baby girl was born to Mr. and Mrs. E. E. Van Eman last week.

C. C. Graves, conductor, has been on the cripple list but is now improving.

H. D. Cowan, engineer, has been made fuel inspector on the Southern Division.

A ten-foot shed has been added to the freight office to take care of the increase in business.

E. Mayfield, brakeman, suffered the loss of his foot while attempting to alight from his engine.

J. H. Edge, fireman, submitted to a serious but successful operation for appendicitis. He is doing nicely.

E. D. Rich is to marry on June 16, when he will take Miss Elizabeth Barber as a partner. Congratulations, Delbert.

D. F. Todd is on the track desk in the superintendent's office. We also wish to introduce C. F. Renfro as a new member.

Readers will note that we have a new correspondent at Temple to assist Mr. Leake. Both will be glad to receive your notes.

Mr. I. Hale, with his safety automobile, has been making a tour of the Southern Division. This is a good indication of the strong effort being made to scatter safety among the men where mail does not reach.

TOPEKA

(T. J. Brennan, care store department)

(J. H. Linn, care supervisor of apprentices)

(Thomas Prout, general sec'y R. R. Y. M. C. A.)

(Miss M. A. Koontz, care publicity department)

Mrs. Marie Leff of the claim agent's office has been seriously ill with appendicitis.

Miss Genevieve Schuler, clerk in the freight auditor's office, is engaged to a young lawyer in this city.

Roy Palmer, cabinet maker, and Wilber Comstock and John Heller, machinists, are recent graduate apprentices at the Topeka shops.

We received an announcement the other day of the graduation of Messrs. Galen Crook and Carl Williams from the Kansas City Dental College.

Walter Scott, chief rate clerk in the general freight department for a number of years, has resigned, and has located in Chicago. He is doing architectural work.

Charlie Davis, who has been connected with the Kimball Piano Company for some time, has decided to play the typewriter keys once more and is working in the general freight office.

We understand Mrs. Collinson has told Bill he can't wear those amber colored glasses any more. Why? Well, a fellow wearing a pair the other day walked into a soda fountain and drank himself to death.

A wedding of considerable interest to Santa Fe people was that of Miss Agna Hassing and Charles Menninger on June 5. Miss Hassing and Mr. Menninger are both members of the treasurer's office.

Horace G. Black of the storehouse is one of the delegates from Topeka to the fifth world's convention of Christian Endeavor at Chicago on July 7 to 12, 1915. The Santa Fe is the official route for Kansas and Oklahoma.

Thomas E. Prout has just returned from Pacific Grove, Cal., where he attended the conference of the Y. M. C. A. Mr. Prout was elected executive secretary of the railroad associations of the world for the next conference, which will be held in two years.

An action of the board of directors of the Santa Fe Railway taken on December 12, 1906, providing for a pension system for veteran employes, was the first step in a move which today means monthly checks varying from \$20 to \$93 to sixty-eight former Santa Fe employes in this city.

William Yeckser, six years ago an employe at the R. R. Y. M. C. A. here, was graduated on May 6 from the Theological Seminary at Rochester, N. Y., and has taken charge of a German Baptist church in Canada. This is the seventh former employe of the association here who has entered the ministry in the last ten years.

A fine new mail motor car has been purchased by the Santa Fe, displacing the old horse-drawn wagon which has been the means of conveying the mail since 1884. The driver is Harry Rogers. J. M. Hayes, custodian of the Santa Fe general offices, is very proud of the new auto mail car. About 2,000 pounds of mail are carried daily between the general offices and the station and shops.

In the contest for queen of the Shriner's carnival a few weeks ago Miss Josephine Cramer, who is employed in the telephone exchange at the shops, was elected after a spirited contest. Miss Cramer being an employe of the Santa Fe did not need transportation to San Francisco, so she selected the diamond ring, which was the next thing offered, and will take the trip to the fair also.

A delegation from the local council attended the O. R. E. national convention which was held at San Francisco, Cal. During their visit one of the delegates thought he would like to have a shave. Being of a conversable nature he enlightened the barber as to the many beauties of our Sunflower State. The barber was also a nice man and thought the visitor should have a shampoo and a few other things, to which our brother knight of the rail agreed. When all was over the artist presented him with a bill for five dollars. However, they finally settled for \$2.50.

The young lady across the way says she saw in the paper that the government had gone and increased the railroads' freight rates, and for her part she didn't see how they could make any money if they were going to be interfered with this way all the time.—Chicago News.



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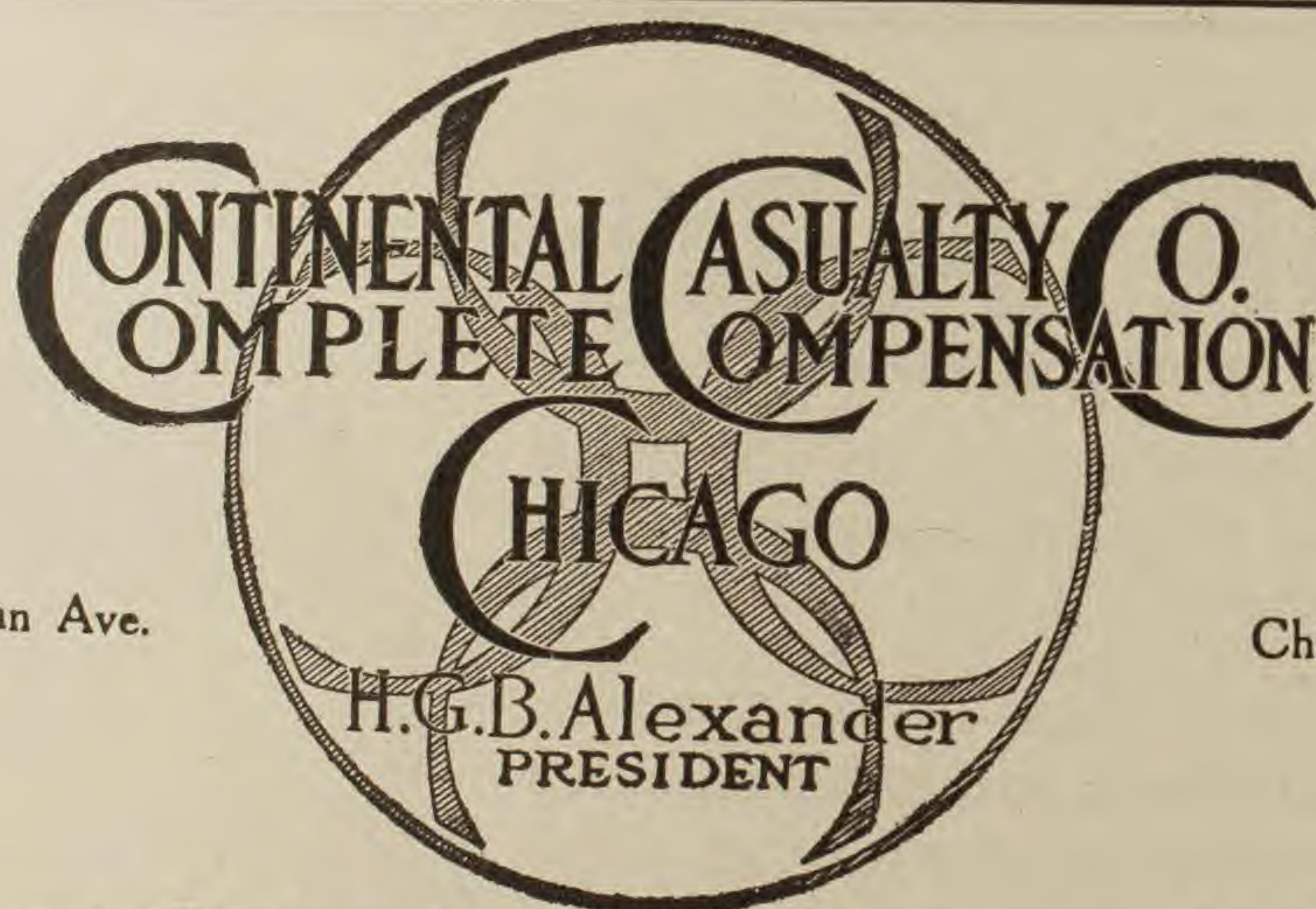
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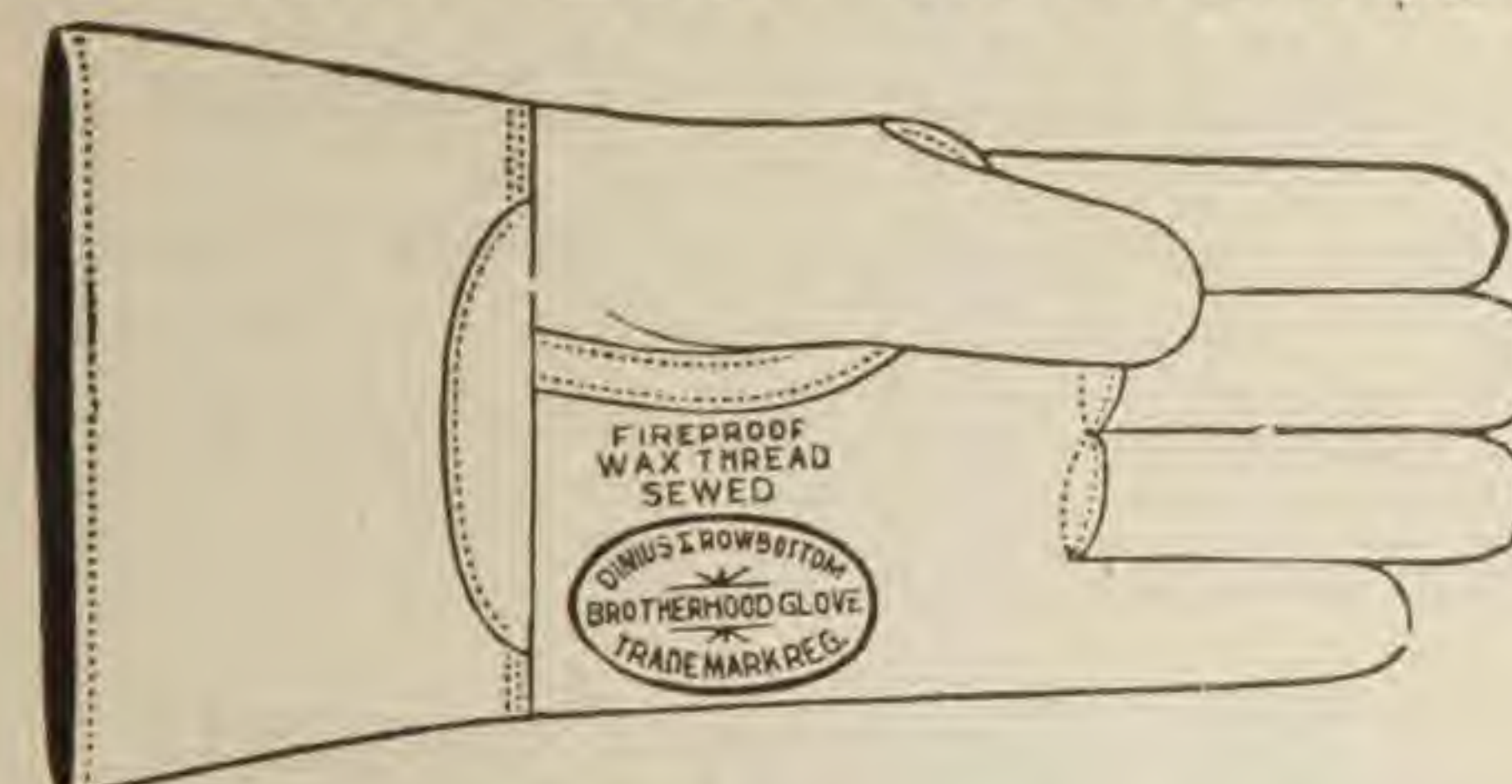
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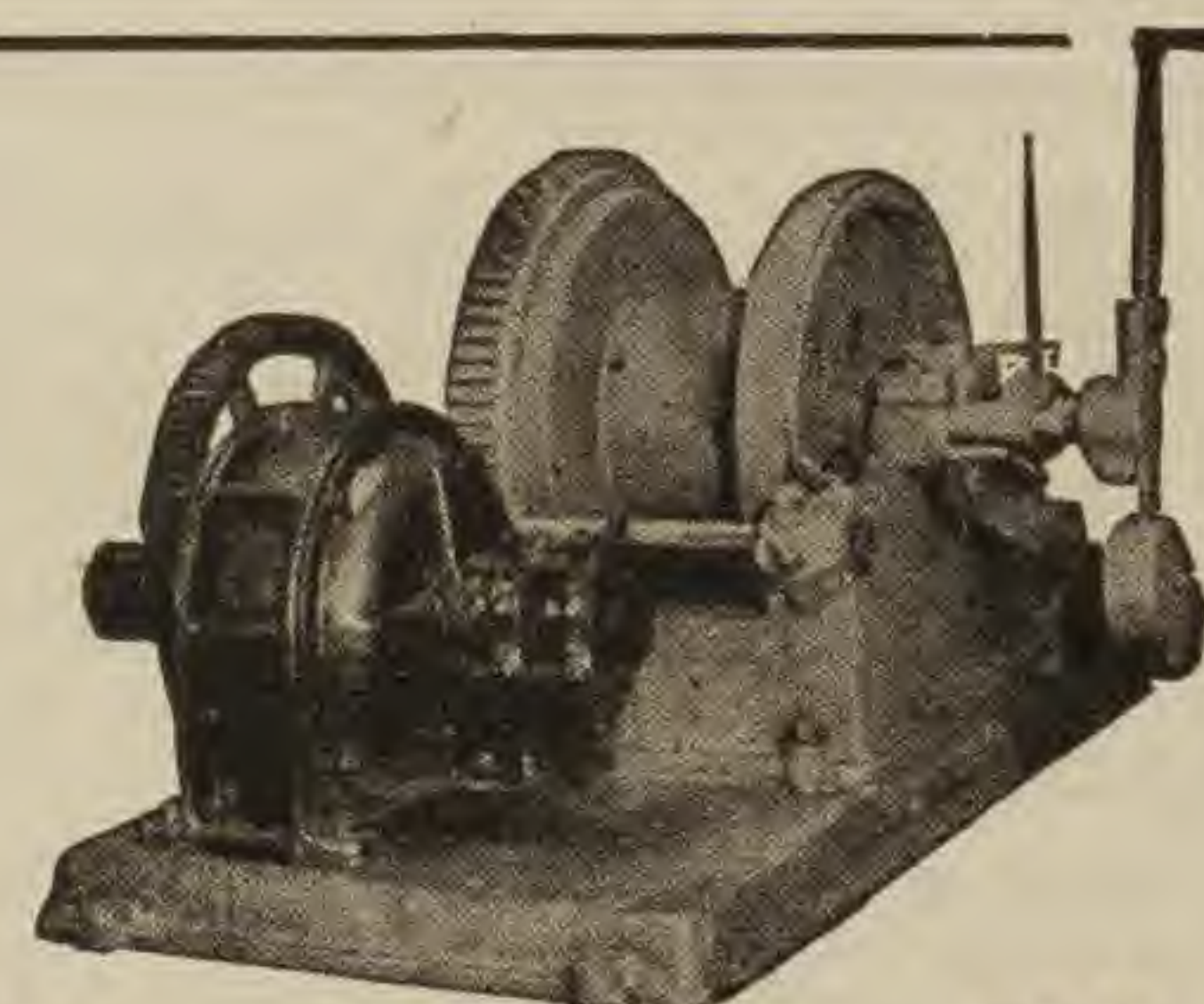
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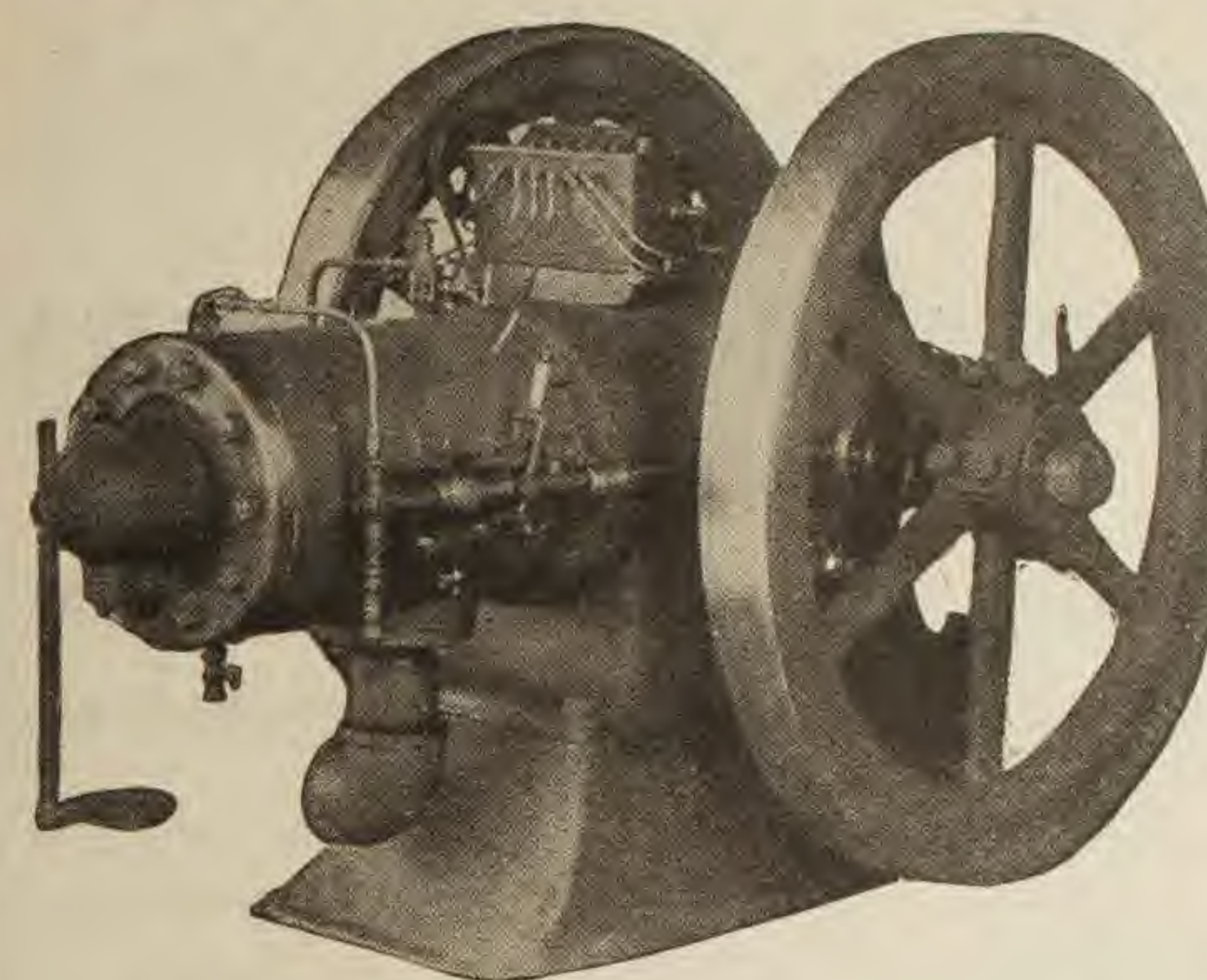
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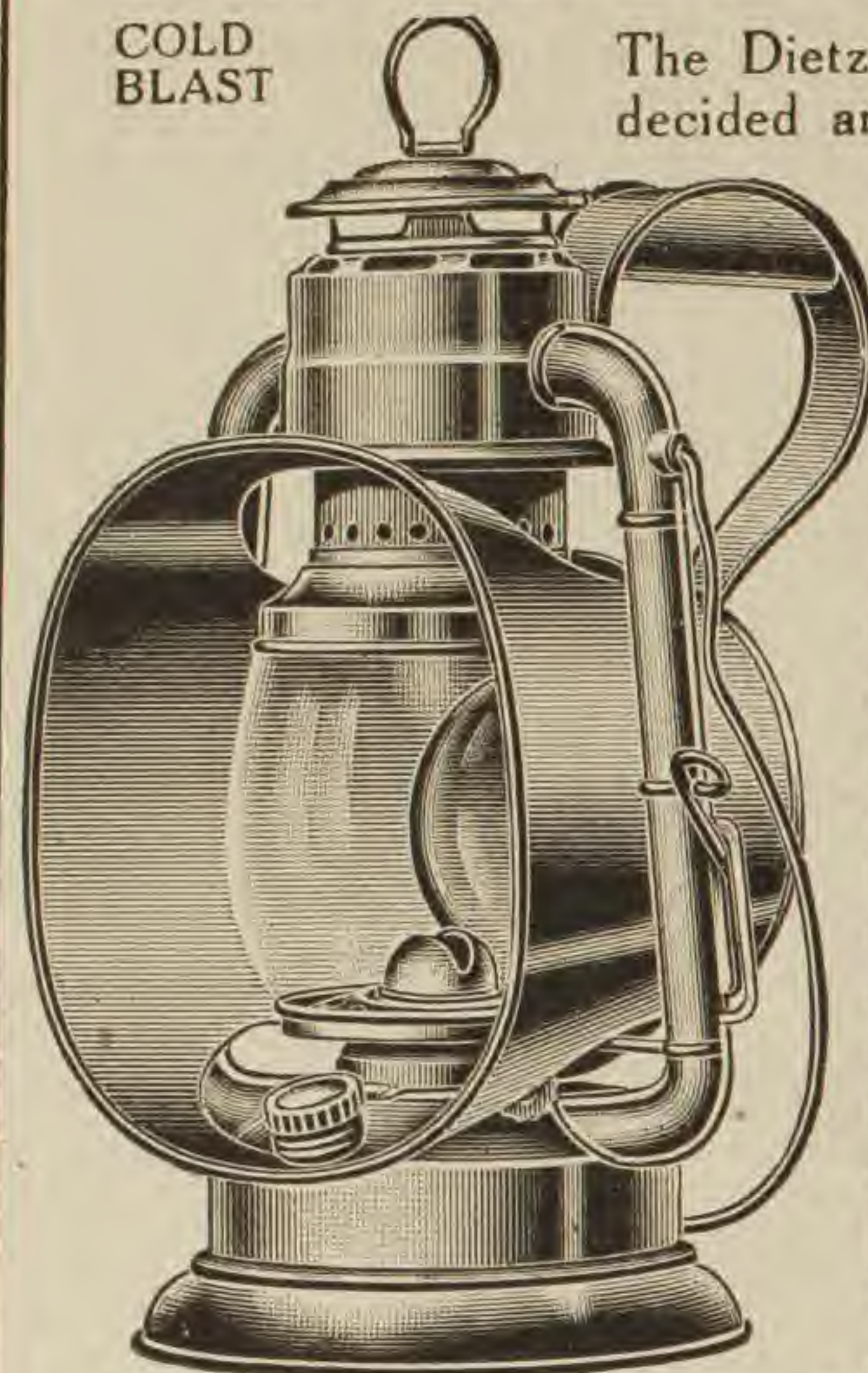
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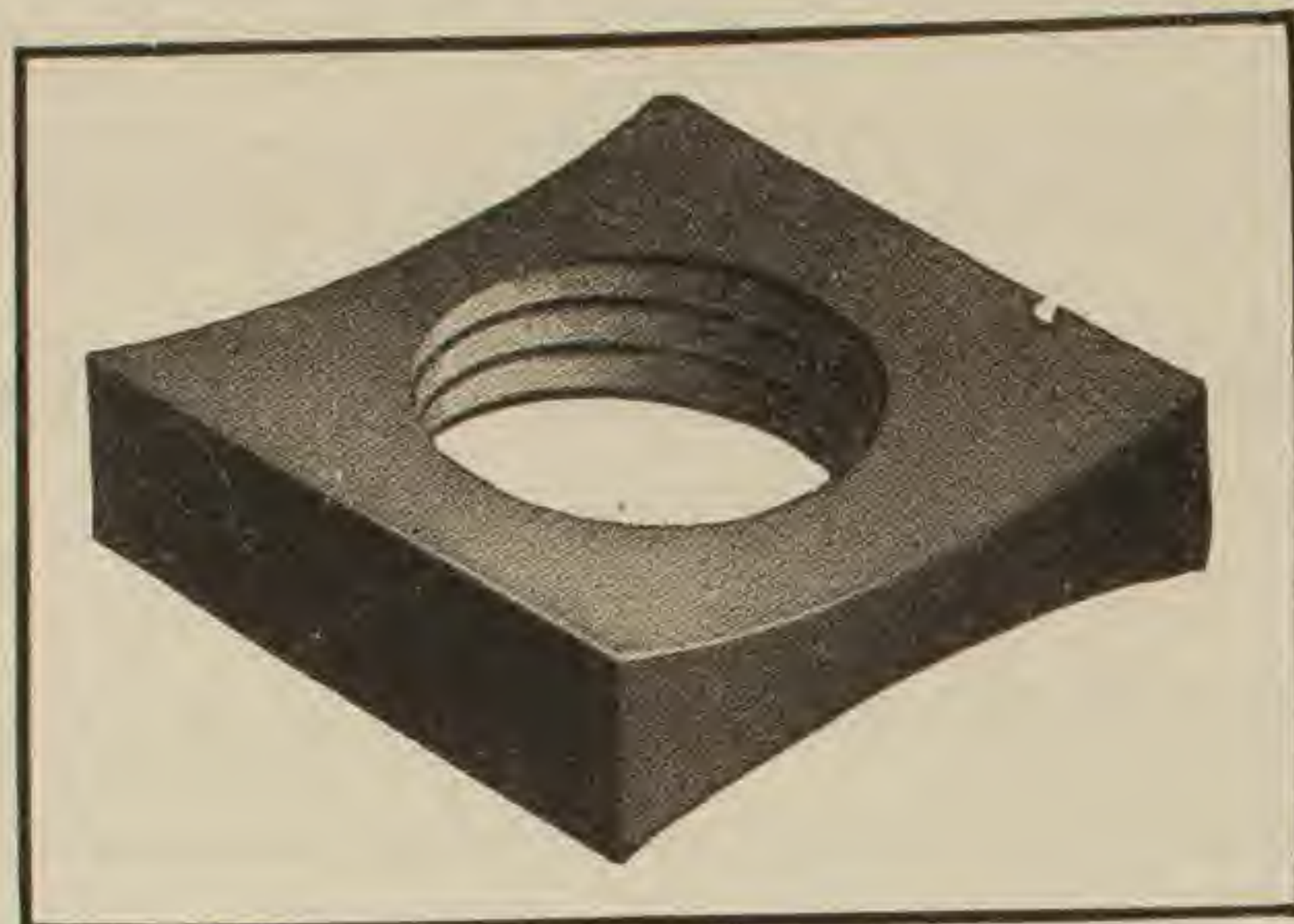
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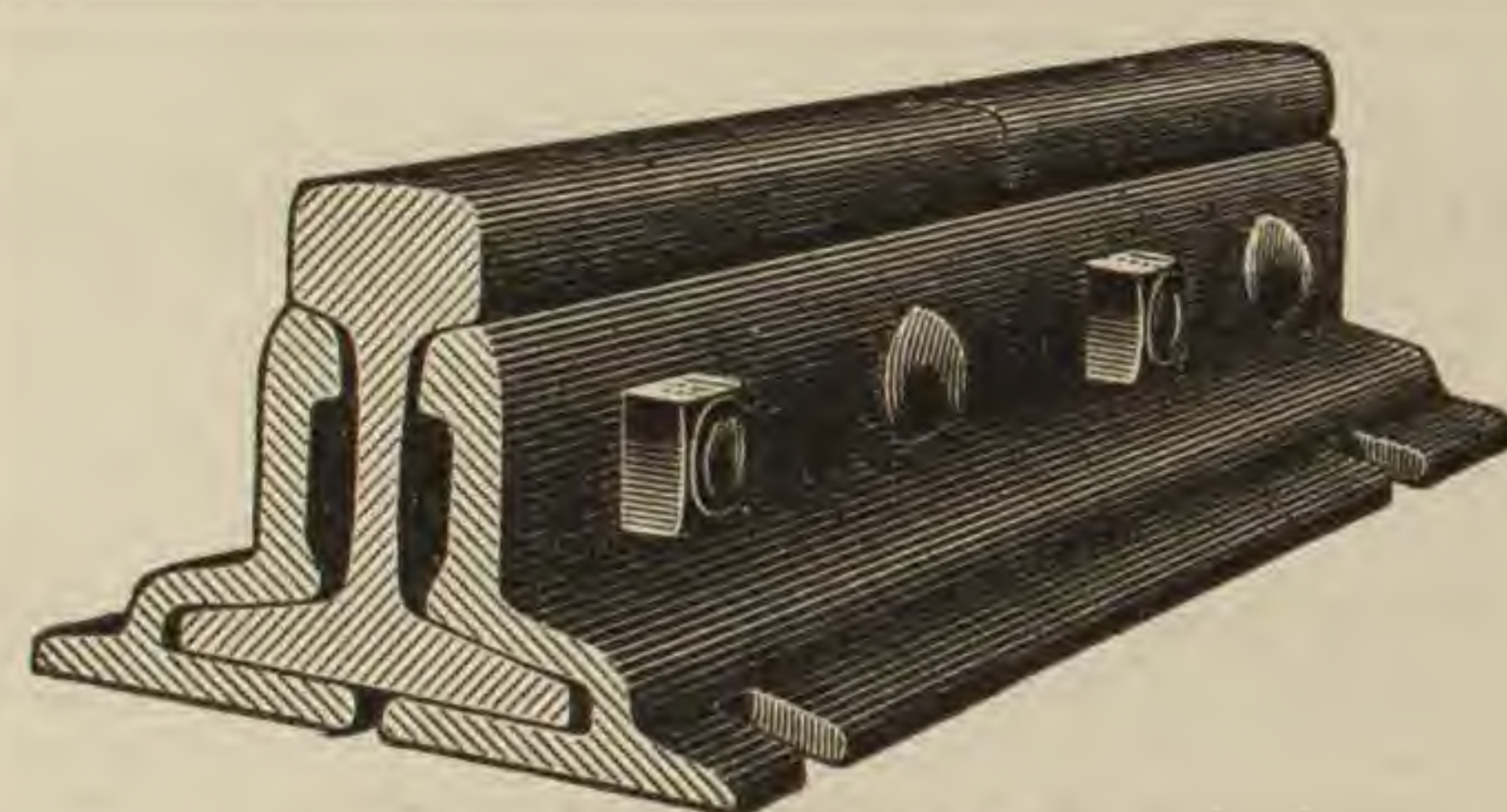
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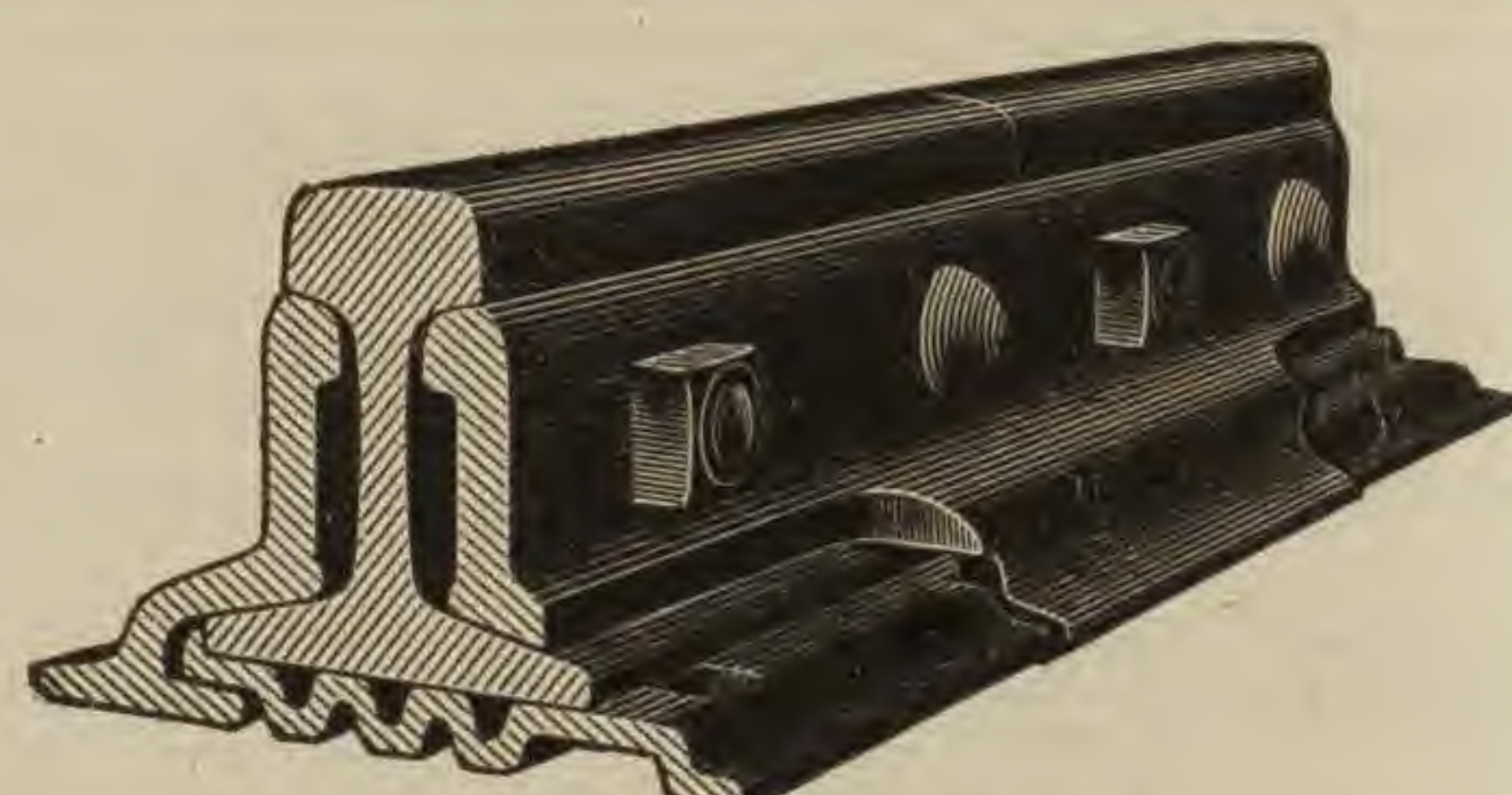
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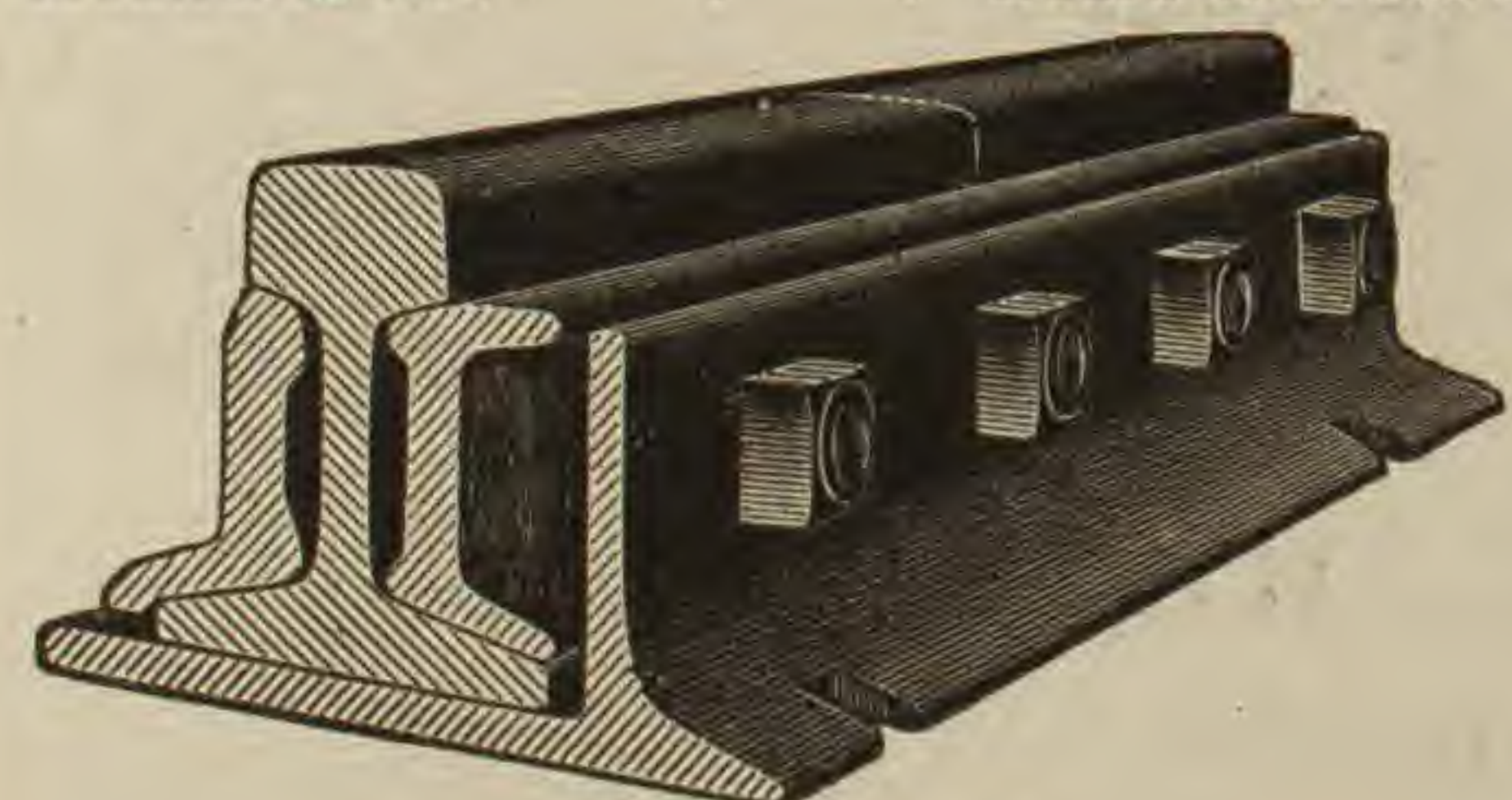
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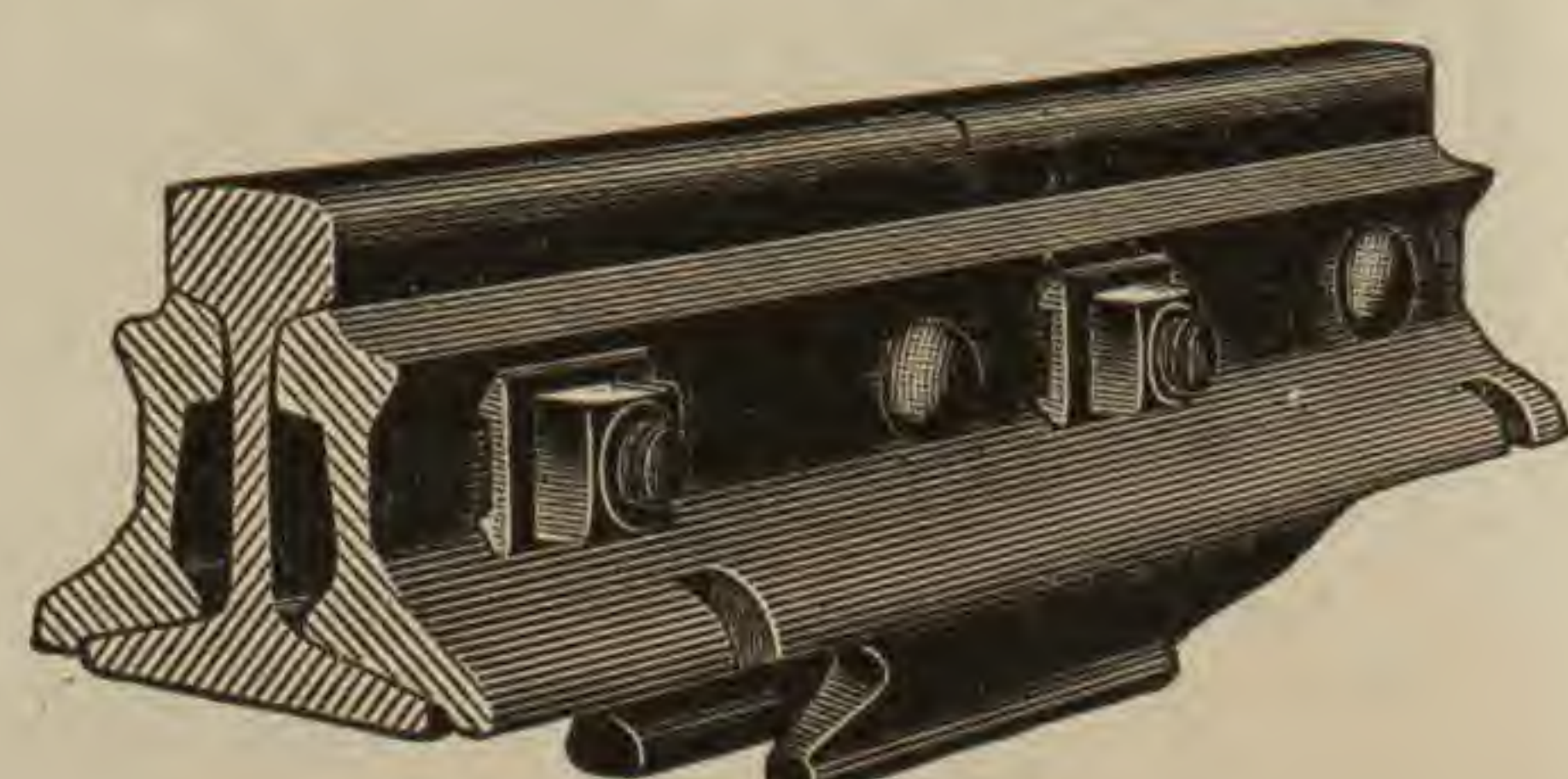
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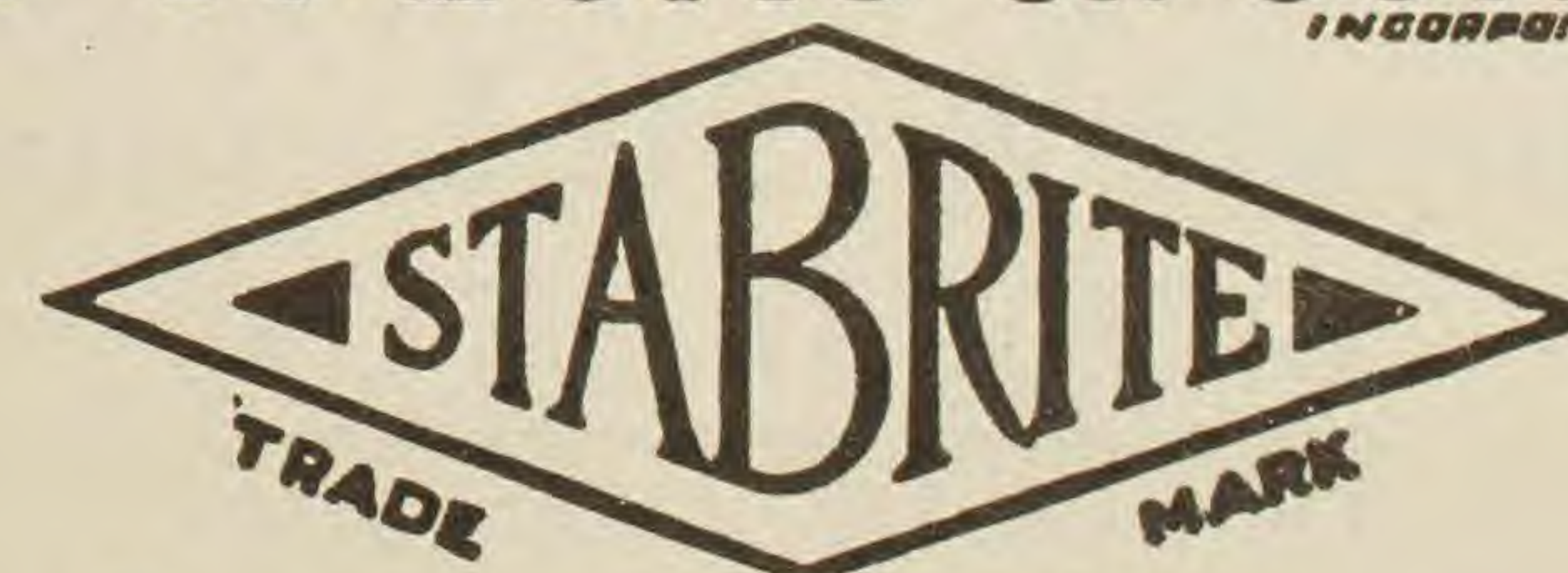
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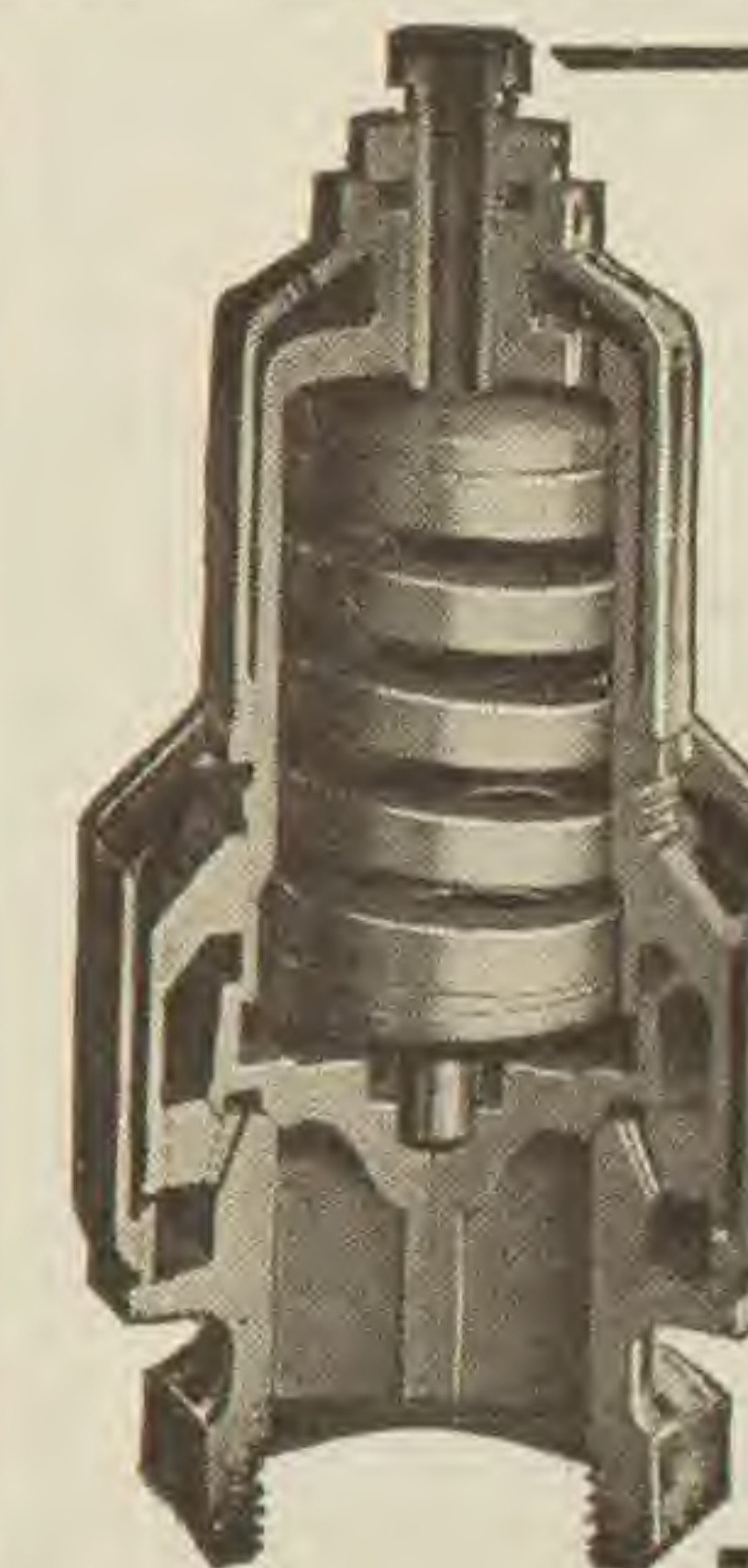
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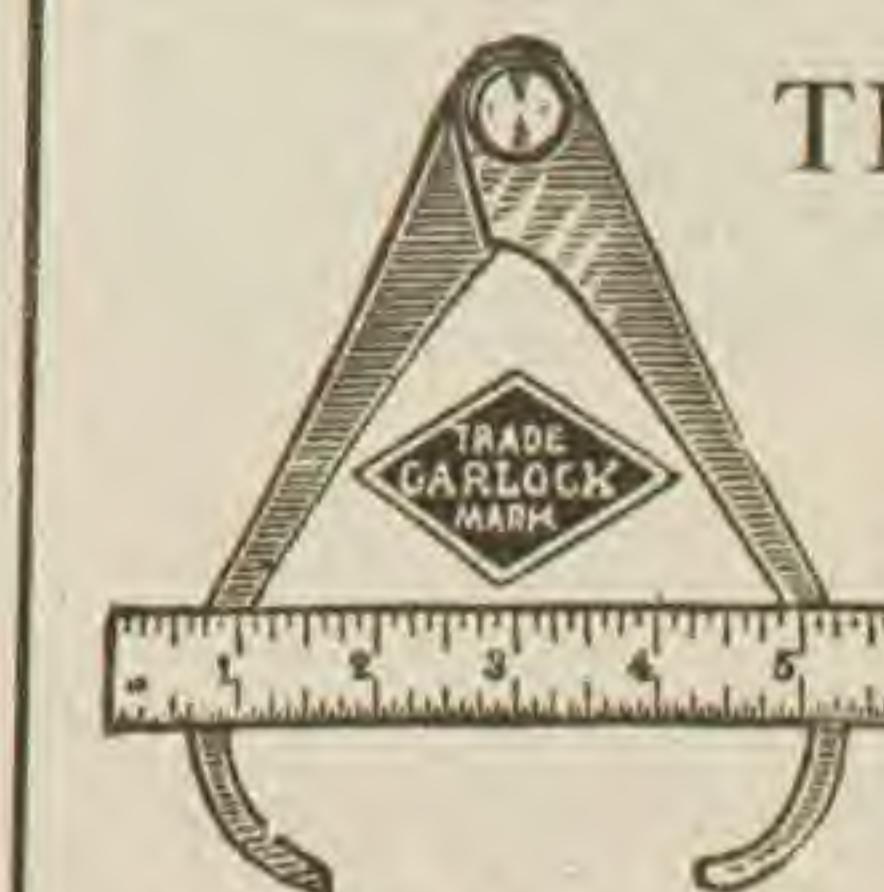
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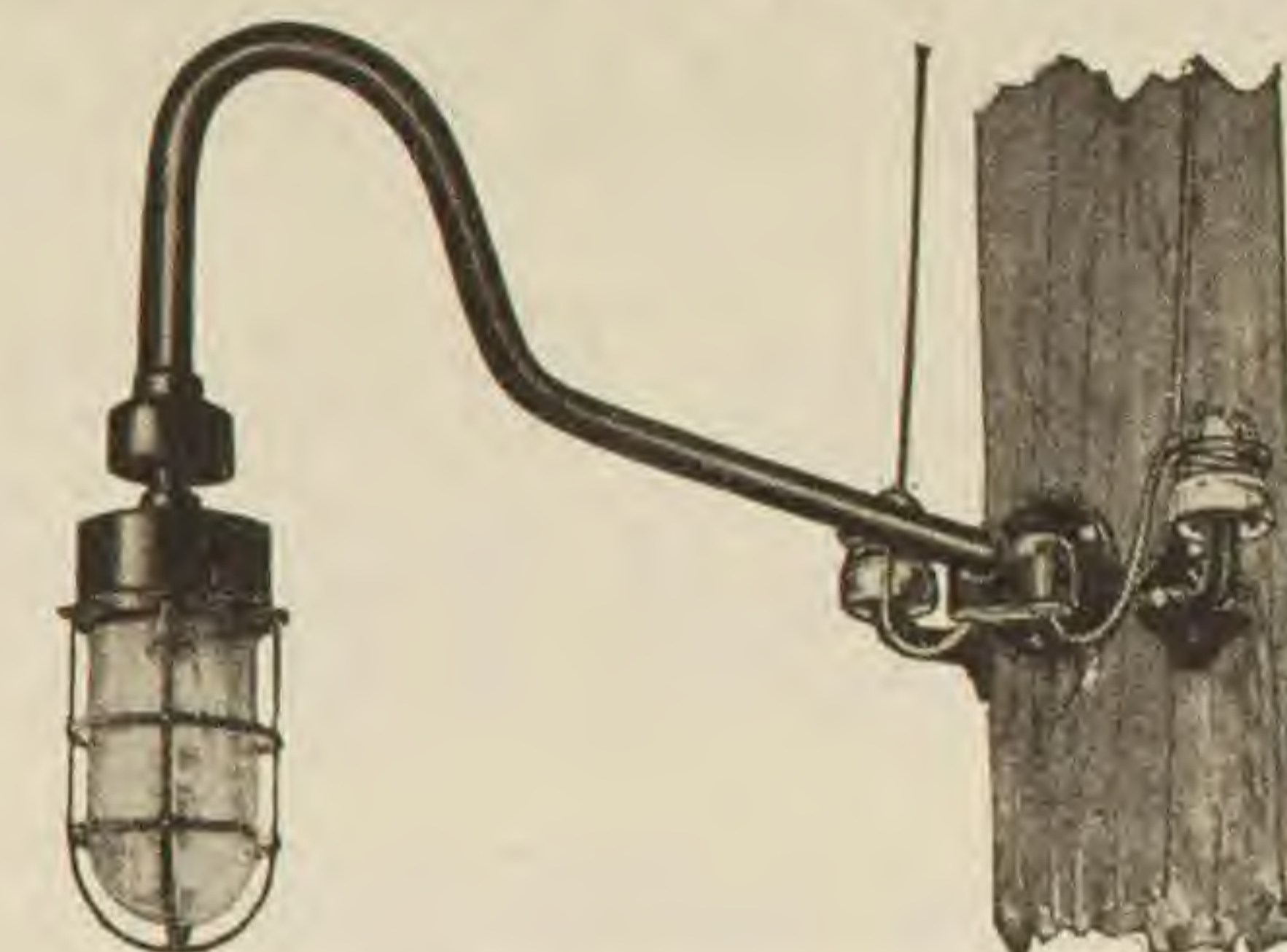
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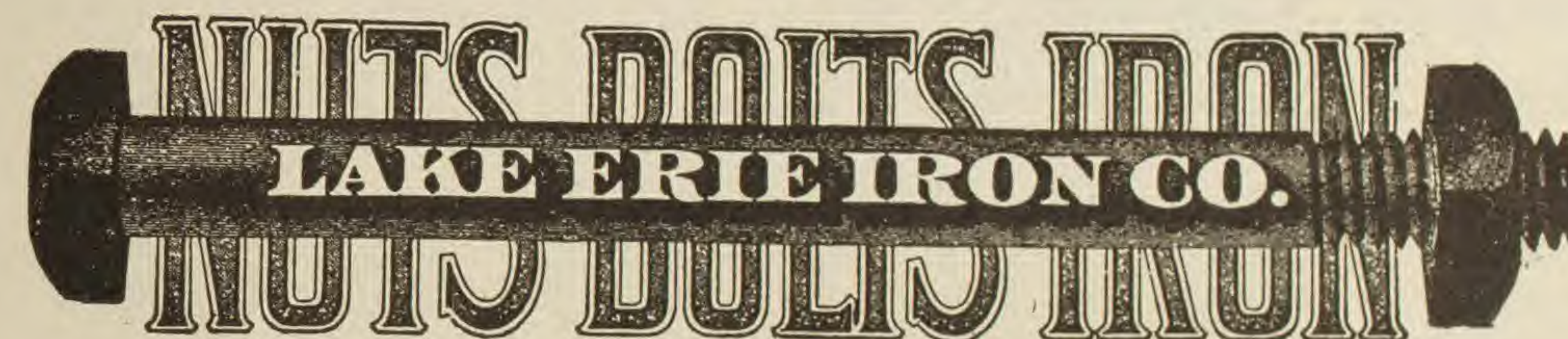


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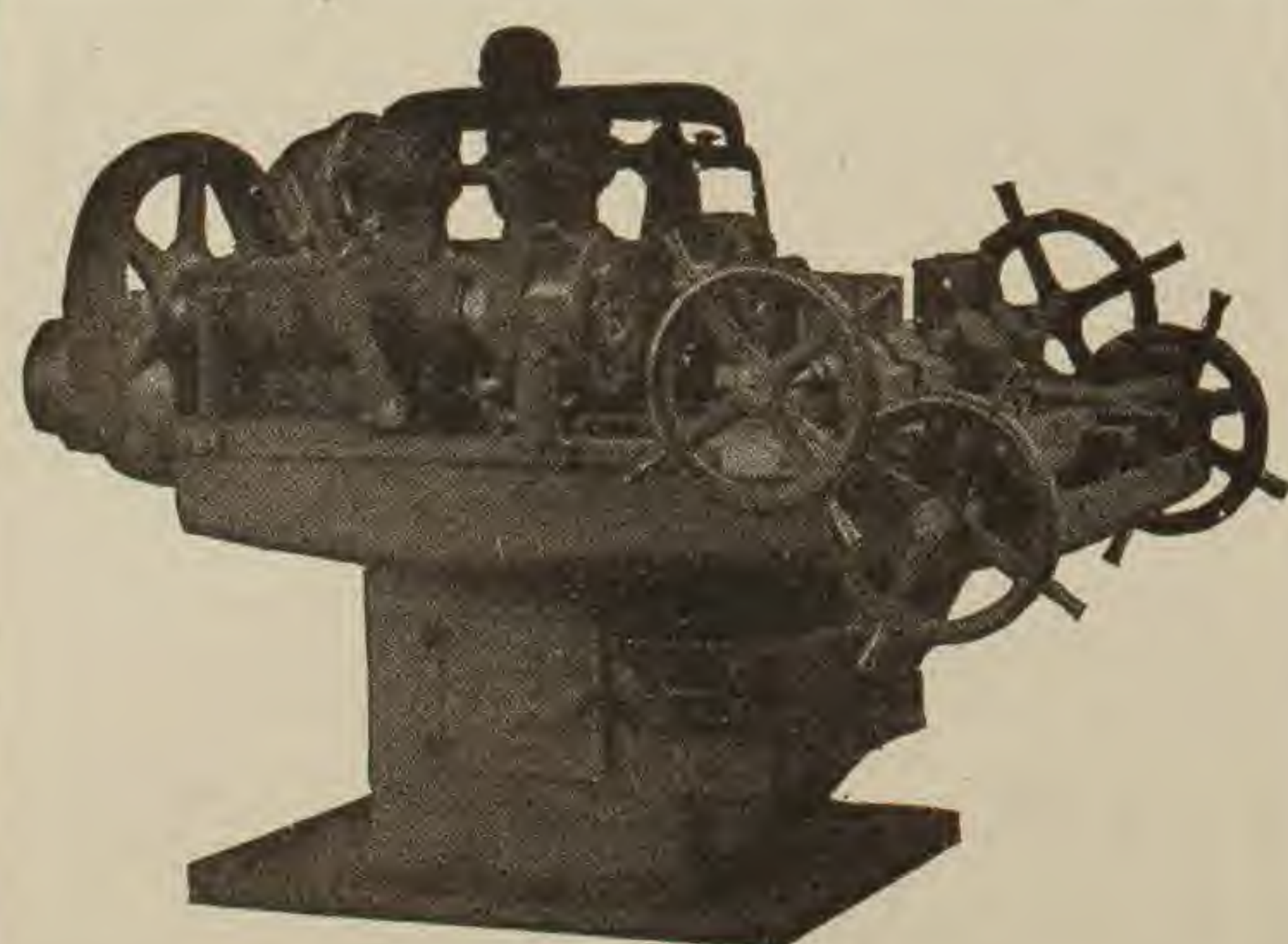
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